

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500, LOS ANGELES, CA 90013



December 5, 2025

ENVR 20251200001

Chris Heldreth
Community Development Director
City of Barstow
220 East Main Street, Suite A
Barstow, CA 92311

Re: City of Barstow General Plan and Barstow International Gateway (BIG) SCH [2024020501](#)
– *Draft Environmental Impact Report (DEIR)*

Dear Chris Heldreth,

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. The CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the City of Barstow General Plan and Barstow International Gateway (BIG) Project. The City of Barstow (City) is the lead agency.

The project site is generally bordered by the Mojave River to the north, Main Street (also referred to as National Trails Highway or Route 66) to the south, Lenwood Road to the east, and Hinkley Road to the west. The proposed Project includes a new rail yard and intermodal facility with transloading warehouses, approximately 2.5 miles east of the existing [BNSF Barstow rail yard](#) on the BNSF Cajon subdivision.

The existing [Hinkley Road](#) at-grade crossing (DOT# 026064L, CPUC# 002-10.60) currently sits within the western end of the Project limits and currently provides access to Main St. The Project proposes to permanently remove and close this crossing and realign Hinkley Rd along the north perimeter of the proposed rail yard and tie into Lenwood Rd to the east, as shown in [Figure 3-17](#) of the DEIR. Offsite improvements also include construction of additional lead tracks and modifications to existing grade separated crossings between the BIG rail yard and existing BNSF Barstow rail yard.

The City should thoroughly evaluate the removal of access of Main St from Hinkley Rd and if existing and future vehicle demand necessitates the need of this access. [Figure 5.15-6](#) classifies Hinkley Rd as a Secondary Highway for the region and ties into Main St, which is classified as a Major Highway. Should there be a need for the connection of Hinkley Rd and Main St to be maintained, the City should consider a grade separated crossing over the BNSF Cajon subdivision.

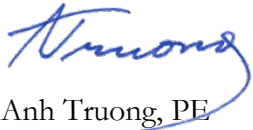
Any proposed crossing modifications (including construction of additional tracks above or below an existing grade-separated roadway crossing) will require authorization from the CPUC through a [General Order 88-B request](#) and must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

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RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the City. We encourage the project team to reach out to RCEB staff to discuss your project to ensure that we are fully understanding the scope of your project and that all requirements will be met for any CPUC authorization that is required.

If you have any questions, please contact Sergio Licon at (213) 503-4866, or sergio.licon@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anh Truong', with a stylized flourish at the end.

Anh Truong, PE
Senior Utilities Engineer (Supervisor)
Rail Crossings Engineering Branch
Rail Safety Division

cc: State Clearinghouse, state.clearinghouse@opr.ca.gov
Dionisio Martinez, BNSF, dionisio.martinez@bnsf.com
Mark Teague, Placeworks, MTeague@PlaceWorks.com