

PUBLIC UTILITIES COMMISSION

505 Van Ness Ave, San Francisco, CA 94102



April 14, 2026

ENVR 20260400005

Ken Strelo
Community Development Director
City of Oakley Community Development Department
3231 Main Street
Oakley, CA 94561

Re: Bridgehead Industrial Project (GPA 02-23, RZ 04-23, TM 10-23, DR 11-23, MSP 01-23, DA 2025-01) [SCH 2024050471](#) – Notice of Determination (NOD)

Dear Ken Strelo,

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 *Notice of Determination (NOD)* for the Bridgehead Industrial Project (GPA 02-23, RZ 04-23, TM 10-23, DR 11-23, MSP 01-23, DA 2025-01). The City of Oakley (City) is the lead agency.

The project site is located on a parcel bounded by Big Break Road, Main Street, and Bridgehead Road. The project includes removal of the existing vineyard and associated buildings, followed by construction of 10 light industrial buildings totaling 3.18 million square feet. This includes 3,045,777 square foot of warehouse space and 72,000 square foot of office space, along with associated internal roadways, parking, landscaping, and utilities.

The Burlington Northern Santa Fe (BNSF) Railway Stockton subdivision parallels the north side of Main Street. The site is located adjacent to [Big Break Road](#) (DOT# 029660W, CPUC# 002-1147.20) at-grade highway-rail crossings on the BNSF track. The Big Break Road at-grade highway-rail crossing consists of a three-lane roadway with active railroad warning devices - one on each approach.

The City should evaluate the impacts of increased vehicular and pedestrian traffic at this at-grade highway-rail crossing and identify any necessary supplemental measures to mitigate these impacts. Such measures may include, but are not limited to, installation of ADA-compliant sidewalks, pedestrian active railroad warning devices, potential queue mitigation, and street lighting at the crossing.

Additionally, mitigation measures should be implemented along the north side of the development to deter trespassing onto and across the BNSF right-of-way. These improvements may be delivered through a City-funded capital project or as a condition of project approval, and should bring the crossing up to current standards and into compliance with ADA requirements.

Any proposed crossing modifications 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>.

RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the City.

Ken Strel
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If you have any questions, please contact me at (415) 791-2612, or ramineh.medhat@cpuc.ca.gov.

Sincerely,



Ramineh Medhat
Utilities Engineer
Rail Crossings & Engineering Branch
Rail Safety Division

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