

PUBLIC UTILITIES COMMISSION

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



March 9, 2026

ENVR 20260300004

Veronica Martinez
City of Bakersfield
1715 Chester Ave
Bakersfield, CA 93301

Re: Vesting Tentative Tract Map 7451 [SCH 2026020227](#) — *Mitigated Negative Declaration*

Dear Veronica Martinez,

The California Public Utilities Commission (Commission/CPUC) has regulatory jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Mitigated Negative Declaration (MND)* of a project described as "*Vesting Tentative Tract Map 7451*". The City of Bakersfield (City) is the lead agency.

The City proposes development on the east side of the BNSF Railway (BNSF) Bakersfield Subdivision tracks, consisting of 313 residential lots, 1 multi-use trail lot, and 1 park lot on 40.77 acres, zoned R-2 (Small Lot Single-Unit Dwelling). It is approximately 1200 feet of the [Kratzmeyer/Olive Rd at-grade highway railroad crossing](#) (crossing) (CPUC # 002-897.30, DOT # 028380R). The Central Valley Highway parallels the BNSF corridor approximately 60 feet to the west/south of the tracks. The intersection of Kratzmeyer/Olive Rd and the Central Valley highway is currently stop-controlled on all four legs of the intersection.

Given the multi-home residential development of the land, pedestrian and vehicular activity in the vicinity of this crossing and track can be expected to increase. The project team should investigate the impact of increased vehicular and pedestrian traffic at the crossing and any necessary measures to mitigate this increase, such as but not limited to signalization of the intersection of Kratzmeyer/Olive Rd and the Central Valley Highway, installing of a pre-signal at the crossing for the westbound lanes, sidewalks through the crossing area, lighting, and trespass-preventive fencing. These improvements can be accomplished through a capital project funded by the City or a condition of approval for the development and should also bring the crossing up to current standards.

Additionally, it is unclear whether there will be a future connection to the south to Reina Rd. The plans show a dashed outline of roadways south of the proposed Poplar Spring Avenue. If the City plans for the development (or future development) to provide access to Reina Rd, the [Reina Rd at-grade highway crossing](#) (CPUC #002-896.60, DOT# 028379W) should also be evaluated and treated with similar mitigations as the Kratzmeyer/Olive Rd at-grade highway crossing.

Any proposed crossing improvement project will require authorization from the CPUC through [General Order 88-B](#) 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

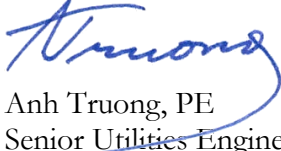
Veronica Martinez
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health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

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

If you have any questions, please contact Oliver Garcia at (213) 369-4674, or oliver.garcia@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anh Truong', written over a faint circular stamp or watermark.

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 Railway, dionisio.martinez@bnsf.com