

## PUBLIC UTILITIES COMMISSION

505 Van Ness Avenue, San Francisco, CA 94102



December 13, 2024

File Number: XREQ 20241200003, XREQ  
20241200004, XREQ 20241200005, XREQ  
20241200006, XREQ 20241200007  
Marengo St, Soto St, I-10 Soto St On-  
ramp, I-10 Soto St Off-ramp, and  
Evergreen Pedestrian Overhead  
City of Los Angeles, Los Angeles County

Maria Leible  
Director, Design  
Southern California Regional Rail Authority  
2558 Supply Street  
Pomona CA, 91767

**Re: General Order 88-B Request for Authority to Alter the Marengo St, Soto St, I-10 Soto St On-ramp, I-10 Soto St Off-ramp, and Evergreen Pedestrian Overhead Grade-Separated Rail Crossings**

Dear Maria Leible:

This refers to your letter dated December 2, 2024, received by us on December 5, 2024, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Marengo St, Soto St, I-10 Soto St On-ramp, I-10 Soto St Off-ramp, and Evergreen Pedestrian Overhead grade-separated rail crossings of the Southern California Regional Rail Authority (SCRRA) track, in the City of Los Angeles (City), County of Los Angeles. The crossings are identified in the table below.

XREQ	Crossing	DOT No.	CPUC No.
20241200003	Marengo St	760618J	101SG-2.49-A
20241200004	Soto St	760633L	101SG-2.58-A
20241200005	I-10 Soto St On-ramp	760628P	101SG-2.66-A
20241200006	I-10 Soto St Off-ramp	903187T	101SG-2.68-A
20241200007	Evergreen Pedestrian Overhead	760635A	101SG-3.0004-AD

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by SCRRA. As the City, SCRRA, and the California Department of Transportation (Caltrans) agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following alterations as described and specified in the request letter and its attachments are authorized:

- Extend the existing siding track currently north of the existing mainline track on the SCRRA San Gabriel subdivision from milepost 2.5 to milepost 3.1
- At the Marengo St crossing
  - Extend the existing siding track at 15 feet track centers
  - Construct pier protection wall
- At the Soto St crossing
  - Realign the existing main track 2 feet to the south
  - Extend the existing siding track at 15 feet track centers

- Construct pier protection wall
- At the I-10 Soto St On-ramp
  - Realign the existing main track 2 feet to the south
  - Extend the existing siding track at 15 feet track centers
  - Construct pier protection wall
- At the I-10 Soto St Off-ramp
  - Realign the existing main track 2 feet to the south
  - Extend the existing siding track at 15 feet track centers
  - Construct pier protection wall
- At the Evergreen Pedestrian Overhead
  - Realign the existing main track 1 foot to the north
  - Extend the existing siding track at 15 feet track centers

The project proposes the following minimum permanent vertical clearances from the top of rail and the following permanent horizontal clearances from the centerline of the nearest track to the piers. No temporary clearance reductions are requested during construction. All proposed permanent clearances comply with minimum clearance requirements specified in Commission GO 26-D.

Crossing	CPUC No.	Vertical Clearance	Horizontal Clearance
Marengo St	101SG-2.49-A	22 feet 9 inches	9 feet 6 inches
Soto St	101SG-2.58-A	22 feet 8 inches	14 feet 9 inches
I-10 Soto St On-ramp	101SG-2.66-A	24 feet	13 feet 3 inches
I-10 Soto St Off-ramp	101SG-2.68-A	24 feet 4 inches	10 feet
Evergreen Pedestrian Overhead	101SG-3.0004-AD	24 feet 8 inches	9 feet 10 ½ inches

Temporary traffic controls shall be provided in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This authorization shall expire if the full scope of alterations is not complete within 3 years of the date of this letter. SCRRA may request a time extension at least 30 days prior to the expiration date. The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21080.13]

The following requirements pertain to this authorization:

- Within 30 days after the authorized scope of alterations is complete, SCRRA shall notify RCEB of the alterations by submitting a Form G to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov). Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- SCRRA shall electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA per 49 C.F.R. § 234.411(c).

If you have any questions, please contact Richard Le at (213) 999-9053 or [Richard.Le@cpuc.ca.gov](mailto:Richard.Le@cpuc.ca.gov).

Maria Leible

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Sincerely,

A handwritten signature in blue ink that reads "Matthew Bond". The signature is fluid and cursive, with the first name "Matthew" and the last name "Bond" clearly distinguishable.

Matthew Bond, P.E.

Program and Project Supervisor

Rail Crossings and Engineering Branch

Rail Safety Division

cc:     Gordon Leung, Caltrans  
         Christine Sotelo, P.E., City of Los Angeles  
         Gerard Reminiskey, HDR  
         Maria Leible, SCRRA