

## PUBLIC UTILITIES COMMISSION

505 Van Ness Avenue, San Francisco, CA 94102



March 27, 2025

File Number: XREQ 20250300005,  
20250300006, and 20250300007  
Schley Street, Sampson Street, and Cesar  
E. Chavez Parkway  
City of San Diego, San Diego County

Dinara Ussenova  
Senior Systems Engineer  
San Diego Association of Government  
(SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101

**Re: General Order 88-B Request for Authority to Alter the Schley Street, Sampson Street,  
and Cesar E. Chavez Parkway Rail Crossing**

Dear Dinara Ussenova:

This refers to your letter dated March 11, 2025, received by us on March 19, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Schley Street, Sampson Street, and Cesar E. Chavez Parkway rail crossing (crossing) of the San Diego Metropolitan Transit System (MTS) tracks, in the City of San Diego (City), County of San Diego. The crossings are identified in the table below:

<b>XREQ</b>	<b>Crossing</b>	<b>CPUC No.</b>	<b>DOT No.</b>
20250300005	Schley Street	036-2.50	661801S
20250300006	Sampson Street	036-2.30	661800K
20250300007	Cesar E Chavez Pkwy	036-2.00	661798L

The crossings are in a north-south direction, varying from a two-lane to a four-lane roadway, each crossing two tracks. The existing Commission Standard warning devices and number of roadway lanes for each crossing are listed in the table below.

<b>Crossing Name</b>	<b>Curbside Crossing Equipment</b>	<b>Center Median Crossing Equipment</b>	<b>Number of Roadway Lanes</b>
Schley Street	2 – Standard 9 1 – Standard 8	1 – Standard 9	2
Sampson Street	2 – Standard 9	N/A	2
Cesar E Chavez Pkwy	2 – Standard 9	1 – Standard 9 1 – Standard 8	4

The Commission's Rail Crossings and Engineering Branch (RCEB) reviewed the request by SANDAG. As SANDAG, the City, and MTS 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:

- No changes are proposed to the existing Commission Standard warning devices.
- Traffic Signals:
  - Schley Street:
    - Install presignal for westbound traffic.
    - Upgrade preemption timing.
    - Modify traffic signals at the northwest edge, northeast and southwest curb returns.
    - Modify traffic signals equipment modifications at the northeast, southeast, and southwest curb returns.
    - Remove and replace traffic signal heads with PV heads at the west edge and northeast curb return.
  - Sampson Street:
    - Upgrade preemption timing.
    - Modify traffic signal equipment at the northeast and southeast curb returns.
- Install R3-1 “No Right Turn” blank out sign:
  - Schley Street and Sampson Street:
    - One at the northeast curb return and one at the southeast curb return.
  - Cesar E Chavez Parkway:
    - One at the northeast curb return, and two at the southeast curb return.
- Replace/Upgrade curb work:
  - Schley Street:
    - Northeast at-grade curb return with detectable warning tiles.
    - Curb extension at the southeast curb return with curb ramp and detectable warning tiles.
  - Sampson Street:
    - At-grade curb returns with detectable warning tiles.
    - Add an Americans with Disabilities Act compliant sidewalk connection between adjacent crossing and northeast curb return.
    - Construct Shur-Curb traffic separator median along Sampson Street located east and west of MTS crossing.
  - Cesar E Chavez Parkway:
    - Replace curb ramps at the northeast and southwest curb returns.
    - Curb extension and curb ramp at the northwest curb return.
    - Detectable warning tiles within curb ramps and at street grade adjacent to southeast curb return.

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 three years of the date of this letter. SANDAG 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 categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21084].

The following requirements pertain to this authorization:

- The crossing shall have the configuration and operational characteristics as described and specified in the request letter and its attachments.
- SANDAG shall notify RCEB at least 45 days prior to the date that the new or modified interconnection is placed in service by sending notification to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).
- Within 30 days after the authorized scope of alterations is complete, SANDAG 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>.
- MTS 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 Howard Huie at (415) 308-0533 or [howard.huie@cpuc.ca.gov](mailto:howard.huie@cpuc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bond". The signature is written in a cursive, flowing style.

Matthew Bond, PE, TE  
Program and Project Supervisor  
Rail Crossings and Engineering Branch  
Rail Safety Division

cc: Sharon Cooney, MTS  
Maggie McCormick, City of San Diego