

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500, Los Angeles, CA 90013



March 27, 2025

File Number: XREQ 20250300009

Mapes Road

City of Perris, Riverside County

Clara Miramontes
City Manager
City of Perris
101 North D Street
Perris CA 92570

Re: General Order 88-B Request for Authority to Alter the Mapes Road Rail Crossing

Dear Clara Miramontes:

This refers to your letter dated March 21, 2025, received by us on March 24, 2025, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Mapes Road rail crossing (crossing) of the Southern California Railway Museum (formerly the Orange Empire Railway Museum) (OERY) track, in the City of Perris (City), County of Riverside. The crossing is identified as CPUC Crossing Number 092-20.50 and DOT Number 921752S.

The crossing is an east-west, two-lane roadway that consists of one track. The crossing is equipped with two curb-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) warning devices.

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

- Remove the two existing curb-mounted Commission Standard 9 warning devices.
- Install two new curb-mounted Commission Standard 9-A (Flashing Light Signal Assembly with Automatic Gate Arm and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning devices, one each in the northeast and southwest quadrants.
- Install Americans with Disabilities Act compliant sidewalk on the south side of Mapes Road.
- Replace existing concrete panel crossing surface, approximately 123 feet 6 inches.
- Widen Mapes Road to accommodate a five-lane roadway.
- Install pedestrian barricades in the northwest and southeast quadrants of the Mapes Road and Watson Road/A Street intersection.
- Construct a "pork chop" island to deter trucks from turning right onto A Street.
- Install four-foot wide, eight-inch-high raised medians, approximately 97 feet long east of the tracks and 8 feet long west of the tracks.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD)-compliant signage and pavement markings, including applicable warning and regulatory signs.

Temporary traffic controls shall be provided in compliance with the 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. The City 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.
- Within 30 days after the authorized scope of alterations is complete, City shall notify RCEB of the alterations by submitting a Form G to rceb@cpuc.ca.gov. Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- OERY 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 Sergio Licon at (213) 503-4866 or sergio.licon@cpuc.ca.gov.

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

cc: Robert H. Winn, Southern California Railway Museum