

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Rail Safety Division

Resolution SX-165

May 14, 2026

R E S O L U T I O N

Resolution SX-165. Granting approval of The San Diego Metropolitan Transit System's request to install Latch-Out Control Circuit at Nearside Station At-Grade Crossings.

PROPOSED OUTCOME:

- Approves the San Diego Metropolitan Transit System's (SDMTS) request to install latch-out control circuits at 20 existing at-grade railroad crossings.
- Supersedes California Public Utilities Commission (Commission/CPUC) Resolutions SX-1 and SX-37.

SAFETY CONSIDERATIONS:

- This Resolution approves the SDMTS's request to install latch-out control circuit at 20 at-grade rail crossings. It also supersedes Commission Resolutions SX-1 and SX-37 into this one combined Resolution. In addition, this Resolution will standardize the technical terms which were used in Commission Resolutions SX-1, SX-37 and RTS-10..

ESTIMATED COST:

- There are no costs associated with this resolution.

SUMMARY

This Resolution approves the SDMTS's request to install latch-out control circuit at 20 at-grade rail crossings. It also supersedes Commission Resolutions SX-1 and SX-37 into this

one combined Resolution. In addition, this Resolution will standardize the technical terms which were used in Commission Resolutions SX-1, SX-37 and RTS-10.

BACKGROUND

By letter dated August 19, 2025, pursuant to Section 13.1 of the Commission General Order (GO) 75-D, SDMTS requests authority to deviate from Section 9.2 of GO 75-D, which requires that under normal through train operation, automatic crossing warning device activation times shall not be less than 20 seconds before the at-grade rail crossing (crossing) is occupied by rail traffic.

The latch-out control circuit delays the crossing warning system activation, when an LRV is stopped at near-side station, to reduce vehicles and pedestrians waiting time while the crossing remains closed to vehicles and pedestrians, thereby improving traffic flow and decreasing the likelihood of vehicles and pedestrians attempting to bypass the long-awaited lowered gates. Once the LRV completes the necessary dwell time for the passengers to board and alight at the station, the warning system activates, initiating a minimum activation time of 20 seconds before the LRV enters the crossing.

The Commission has granted variances to SDMTS under Commission Resolutions SX-1, dated January 9, 1990, and SX-37, dated March 15, 2001, allowing SDMTS to install latch-out control circuits at 39 crossings.

DISCUSSION

An LRVs stopping at a near-side station where the latch-out control circuit is in use, waits at the station for the minimum crossing signal warning time to elapse, to alight and board passengers, before the LRV proceeds through the crossing. The crossing signals and gates activation delay reduces crossing closure time for vehicles and pedestrians, improving traffic flow and safety by reducing incidences of motor vehicle and pedestrians bypassing the lowered gates.

GO 75-D, Section 9.2a states:

“As required by 49 CFR 234.225, under normal operation of through trains, automatic crossing warning device activation times in no event shall be less than 20 seconds before the at-grade crossing is occupied by rail traffic.”

Through Commission Resolutions SX-1 and SX-37, Commission granted exemption from GO 75-D, Section 9.2a to allow SDMTS to implement latch-out control circuit at 39 crossings.

SDMTS's request for an exemption from GO 75-D Section 9.2a consists of three items:

1. Incorporate all the rules and procedures from Commission Resolutions SX-1 and SX-37:
 - SDMTS will install a signal light unit at each affected crossing, visible to the trolley operator for at least the length of the near-side platform, which will show when crossing protection is activated.
 - SDMTS will modify the car carrying equipment to prevent the transponder, or equivalent device, from forestalling the gates only from the lead car.
 - SDMTS will record the following operational data for each near-side station bound train movement: (1) whether latch-out was in effect, (2) the time latch-out occurred, (3) the time the crossing relay XR released, and (4) the time the train occupied the island track circuit.
 - SDMTS will prepare a preventive maintenance program for the equipment permanently installed on vehicles and at wayside. This program will include scheduled periodic checks of the operational data recorded at each crossing to verify that the train operators continue to correctly follow the prescribed operating rules and procedures, and that the equipment continues to operate properly.
2. Standardize the technical terminology from Commission Resolutions SX-1 and SX-37.
 - Forestalling will be referred to as Latch-Out.
3. Incorporate all the previous crossings from Commission Resolutions SX-1 and SX-37 and add 20 new crossings.
 - The additional crossings requested by SDMTS are listed in Table 1 below:

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Table 1: Additional Latch-Out Locations Requested by SDMTS.

Blue Line South			
Crossing Name	Direction	DOT No.	CPUC No.
Sampson	Eastbound	661800K	036-2.30
Schley	Westbound	661801S	036-2.50
National Steel	Eastbound	966266D	036-3.10-X
Anita Street	Eastbound	662039F	036-10.10
Dairy Mart Road	Eastbound	662047X	036-12.90

Blue Line North			
Crossing Name	Direction	DOT No.	CPUC No.
Ash Street	Westbound	026870B	081MV-0.30
Beech Street	Westbound	026869G	081MV-0.36
Sassafras Street	Eastbound	026859B	081MV-1.56
Noell Street	Eastbound	026856F	081MV-2.26

Green Line			
Crossing Name	Direction	DOT No.	CPUC No.
Park Blvd	Westbound	967242T	002-268.79
Fenton Parkway	Eastbound	979603E	081MV-8.69
Alvarado Road	Westbound	975767G	081MV-14.20

Orange Line			
Crossing Name	Direction	DOT No.	CPUC No.
60th Street	Westbound	661906F	036D-6.70
65th Street	Eastbound	661908U	036D-7.20
66th Street Ped	Eastbound	661909B	036D-7.40-D
Central Ave	Westbound	661915E	036D-9.90
I-8 Off Ramp	Eastbound	661929M	036D-12.71
W Palm Ave	Westbound	662003X	036D-16.70

Copper Line			
Crossing Name	Direction	DOT No.	CPUC No.
Wagner Drive	Westbound	916351G	036D-17.45
Petree Street	Eastbound	916353V	036D-17.70

Commission's Rail Safety Division (RSD) has reviewed SDMTS's GO 75-D, Section 9.2a variance request and recommends that the exemption be granted for SDMTS to implement the latch-out control circuit at the 20 additional crossings on their system, incorporate the rules and procedures of the previous resolutions, and standardize the technical terminologies from Commission Resolutions SX-1 and SX-37.

COMMENTS

Public Utilities Code section 311(g)(1) provides that this Resolution must be served on all parties and subject to at least 30 days public review. Any comments are due within 20 days of the date of its mailing and publication on the Commission's website and in accordance with any instructions accompanying the notice. Section 311(g)(2) provides that this 30-day review period and 20-day comment period may be reduced or waived upon the stipulation of all parties in the proceeding.

The 30-day review and 20-day comment period for the draft of this resolution was neither waived nor reduced. The draft resolution of the Rail Safety Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(d)(1) of the Commission's Rules of Practice and Procedure.

No comments were received.

FINDINGS AND CONCLUSIONS

1. SDMTS requests authority to deviate from the requirements of Commission's GO 75-D, Section 9.2a to implement the use of latch-out control circuit at 20 crossings in San Diego, National City, Chula Vista, Lemon Grove, La Mesa, and El Cajon, all within San Diego County.
2. Commission Resolutions SX-1, dated January 9, 1990, and SX-37, dated March 15, 2001, granted SDMTS permission to implement the latch-out control circuit at 39 crossings.
3. All 59 requested locations, including the 39 crossings already approved in Commission Resolutions SX-1 and SX-37, are shown in Attachment A.
4. SDMTS requests to standardize the technical term "latch-out" control circuit in lieu of "forestalling", "delayed gate down" and other legacy terms from Commission Resolutions SX-1, SX-37, and RTS-10.

5. SDMTS requests all rules and procedures detailed in Commission Resolutions SX-1 and SX-37 to be incorporated into one Resolution.
6. SDMTS implemented Standard Operating Procedure (SOP) 103.11 for train operation under Commission Resolution SX-1, then replaced it with SOP 103.13.
7. RSD has reviewed SDMTS's request for exemption from GO 75-D, Section 9.2a and finds that the request is a practical and reasonable approach for reducing the amount of time that crossings are closed to traffic while trains are stopped at near-side stations.
8. RSD recommends that this resolution be adopted.

THEREFORE, IT IS ORDERED THAT:

1. The San Diego Metropolitan Transit System is authorized to implement latch-out control circuits at 59 at-grade crossings on the San Diego Metropolitan Transit System Trolley system in the Cities of San Diego, National City, Chula Vista, Lemon Grove, La Mesa, and El Cajon, all within San Diego County as shown in Attachment A.
2. This Resolution shall supersede California Public Utilities Commission Resolutions SX-1 and SX-37.
3. All procedures and rules specified in California Public Utilities Commission Resolutions SX-1 and SX-37 will be incorporated in California Public Utilities Commission Resolution SX-165.
4. The technical term "latch-out" system shall be used to refer to the terminology "forestalling", "delayed gate down" and other legacy terms from California Public Utilities Commission Resolutions SX-1, SX-37, and RTS-10.
5. The San Diego Metropolitan Transit System shall coordinate with the California Public Utilities Commission Rail Safety Division for testing of the latch-out control circuit. Rail Safety Division shall witness testing and compliance with the applicable California Public Utilities Commission requirements and Order.

6. This Resolution is effective today.

The foregoing resolution was duly introduced, passed and adopted by the Commission at its regularly scheduled meeting on May 14, 2026. The following Commissioners voting favorably thereon:

/s/Leuwam Tesfai

LEUWAM TESFAI
Executive Director

JOHN REYNOLDS
President

DARCIE L. HOUCK

KAREN DOUGLAS

MATTHEW BAKER

CHRISTINE HARADA

Commissioners

Dated May 14, 2026, at San Francisco, California