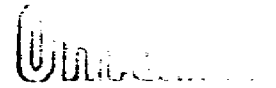


Decision 90 03 061 MAR 28 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the San Diego)
 Metropolitan Transit Development)
 Board, herein sometimes referred)
 to as "MTDB", for an order)
 authorizing the construction of)
 the Main Street Underpass Project)
 over Main Street in the City of)
 El Cajon in accordance with the)
 MTDB objective to improve safety)
 conditions at grade crossings.)



Application 90-02-011
 (Filed February 5, 1990)

O P I N I O N

The San Diego Metropolitan Transit Development Board (MTDB) requests authority to construct a grade separation of the San Diego and Arizona Eastern Railway Company (SD&AE) El Cajon branch line over Main Street in El Cajon (City), San Diego County.

The priority list of grade separation projects for the fiscal year 1989-90, as set forth in Decision 89-06-052 dated June 21, 1989, in Investigation 87-10-033, shows this project as priority No. 4.

The grade separation will be built to accomodate two tracks. The alignment of these two tracks will be west of the existing single track grade crossing to be eliminated as part of the project. The single track grade crossing is now used by freight trains of San Diego and Imperial Valley Railroad Company (SD&IV), a leasee freight railroad operator. The average train traffic is now less than two trains per day. The proposed double track grade separation will carry SD&IV trains and light rail vehicles of San Diego Trolley, Inc (SDTI), a wholly owned subsidiary of MTDB, when the future Santee extension of the SDTI "East Line" is built. In addition to the freight train

traffic, MTDB expects approximately 96 light rail vehicles will operate over the Santee extension per day.

Approximately 29,000 automobiles and trucks now use Main Street at the crossing, which is immediately adjacent to the intersection of Main Street and Marshall Avenue and also adjacent to the Main Street on-ramps and off-ramps to Interstate 8.

The grade separation is required to prevent increased traffic delays after the Santee extension is built and maintain smooth traffic flow through the Main Street - Marshall Avenue intersection and the Main Street - Interstate 8 interchange.

SD&AE, a wholly owned subsidiary of MTDB, owns the railroad right-of-way and tracks at the location of the project. SD&AE tracks are used for light-rail operations of SDPI and freight train operations of SD&IV.

MTDB is the lead agency for this project under California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. MTDB has determined that this project, the elimination of an at-grade crossing, is categorically exempt from the reporting requirements of CEQA under Public Resources Code Section 21080.13; however, construction will be performed to give detailed consideration to the potential impact upon the quality of the environment.

The Commission is a responsible agency for this project under CEQA, and has reviewed and considered the lead agency's exemption determination.

The site of the existing Main Street grade crossing has been inspected by the Commission's Safety Division - Traffic Engineering staff. After review of the proposed grade separation plans staff recommends that MTDB's request be granted.

Between the El Cajon Main Street light rail transit station and the Interstate 8 overpass of Marshall Avenue the two new tracks to be built over the proposed grade separation will follow a different alignment than the existing single track. The two new tracks will parallel Interstate 8 along its east edge,

while the existing single track parallels Marshall Avenue. No shoofly track detour will be required during construction of the grade separation, and vehicular traffic on Main Street will continue during this time. The existing grade crossing of Main Street over the single track now has automatic signal protection. When the grade separation and the new tracks are completed the existing grade crossing and the automatic signals will be removed.

The application was found to be in compliance under the Commission's filing requirements, including Rule 40 of Rules of Practice and Procedure which relates to the construction of railroad track across public highways. A site map and detailed drawings of the overcrossing are shown in Appendix A.

Notice of the Application was published in the Commission's Daily Calendar on February 8, 1990. By letter dated February 28, 1990, the San Diego and Imperial Valley Railroad advised that it supports this application. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. MTDB requests authority under Public Utilities Code Sections 1201-1205 to construct the SD&AE grade separation over Main Street in the City of El Cajon, San Diego County.
2. Construction of the SD&AE grade separation is required to maintain the flow of traffic and prevent increased vehicular delays on Main Street and the adjacent intersection with Marshall Avenue and interchange with Interstate 8 when the future Santee extension of the existing light rail transit East line is built.
3. Public convenience, necessity and safety require construction of the proposed grade separation.
4. MTDB is the lead agency for this project under CEQA, as amended.
5. The Commission is a responsible agency for this project, and has reviewed and considered the lead agency's determination that the project is categorically exempt from the environmental reporting requirements of CEQA.

6. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusions of Law

1. The application should be granted as set forth in the following order.

2. The activity is exempted from the requirements set forth in CEQA, therefore the guidelines (14 Cal. Admin. Code - Division 6) concerning the evaluation of projects and the preparation and review of environmental documents do not apply.

O R D E R

IT IS ORDERED:

1. The Metropolitan Transit Development Board (MTDB), is authorized to construct the San Diego and Arizona Eastern Railway Company (SD&AE) El Cajon branch line grade separation over Main Street in El Cajon, San Diego County, at the location and substantially as shown by plans attached to the application, identified as crossing 36D - 16.9-B.

2. Upon completion of the undercrossing and its opening to rail traffic, the tracks, automatic signals, and crossing signage at the existing grade crossing of Main Street, identified as crossing 36D - 16.9, will be removed and the crossing closed.

3. Clearances shall be in accordance with General Order (GO) 143 for SDTI.

4. Clearances shall be in accordance with GO 26-D for SD&IV.

5. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of

obstructions and shall be promptly restored to their original condition in the event of damage during construction.

6. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans approved by MTDB, shall be filed with the Commission's Safety Division staff prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

7. Within 30 days after completion of the work under this order, MTDB shall notify the Commission's Safety Division in writing that the authorized work has been completed.

8. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

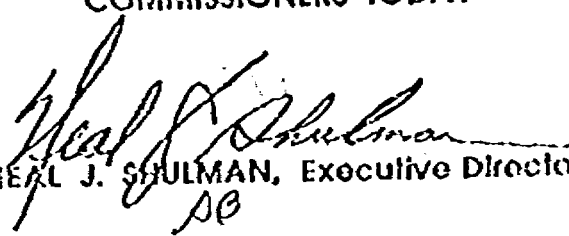
9. The application is granted as set forth above.

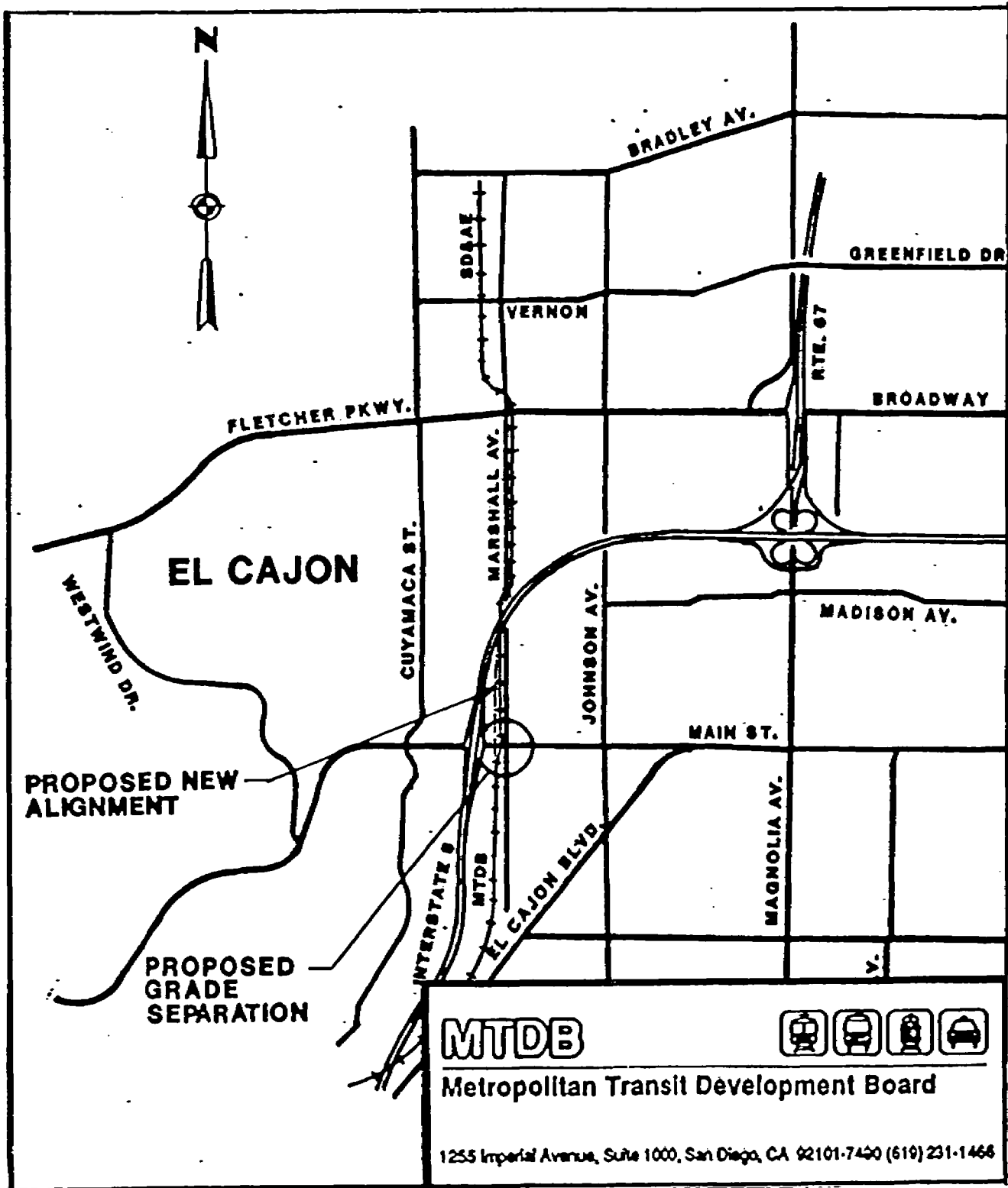
This order becomes effective 30 days from today.

Dated MAR 28 1990 at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY


NEAL J. SHULMAN, Executive Director

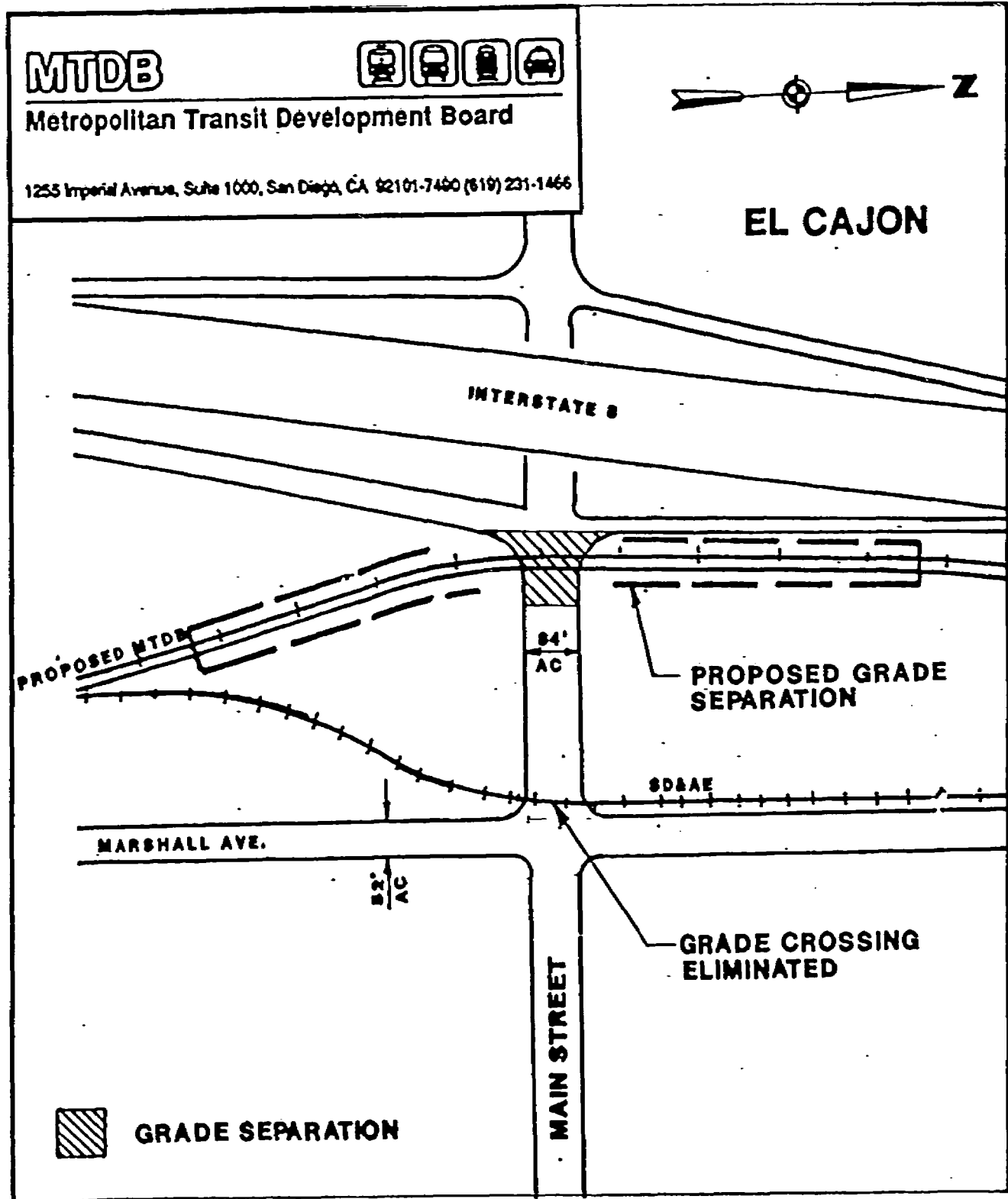


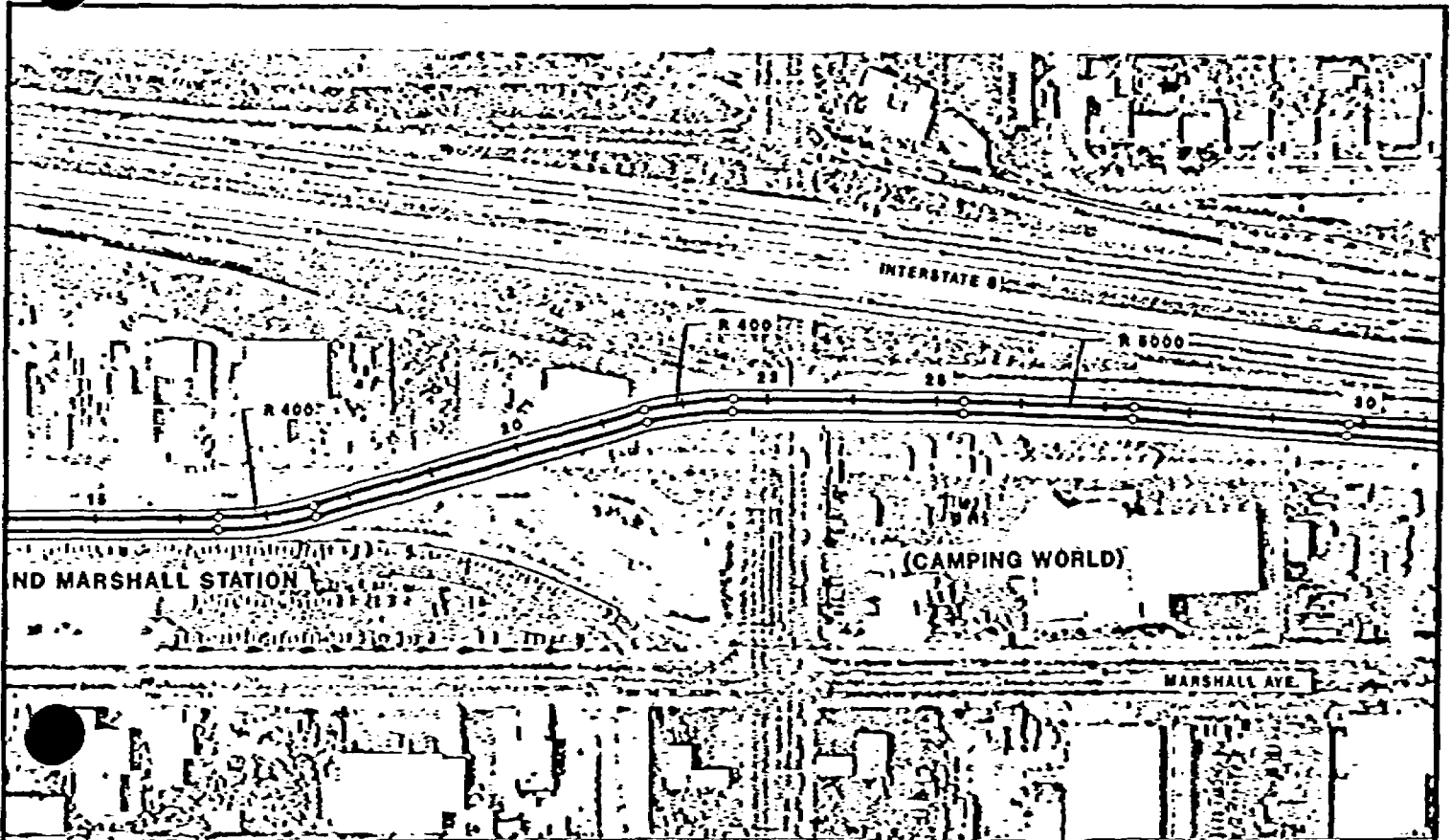
MTDB



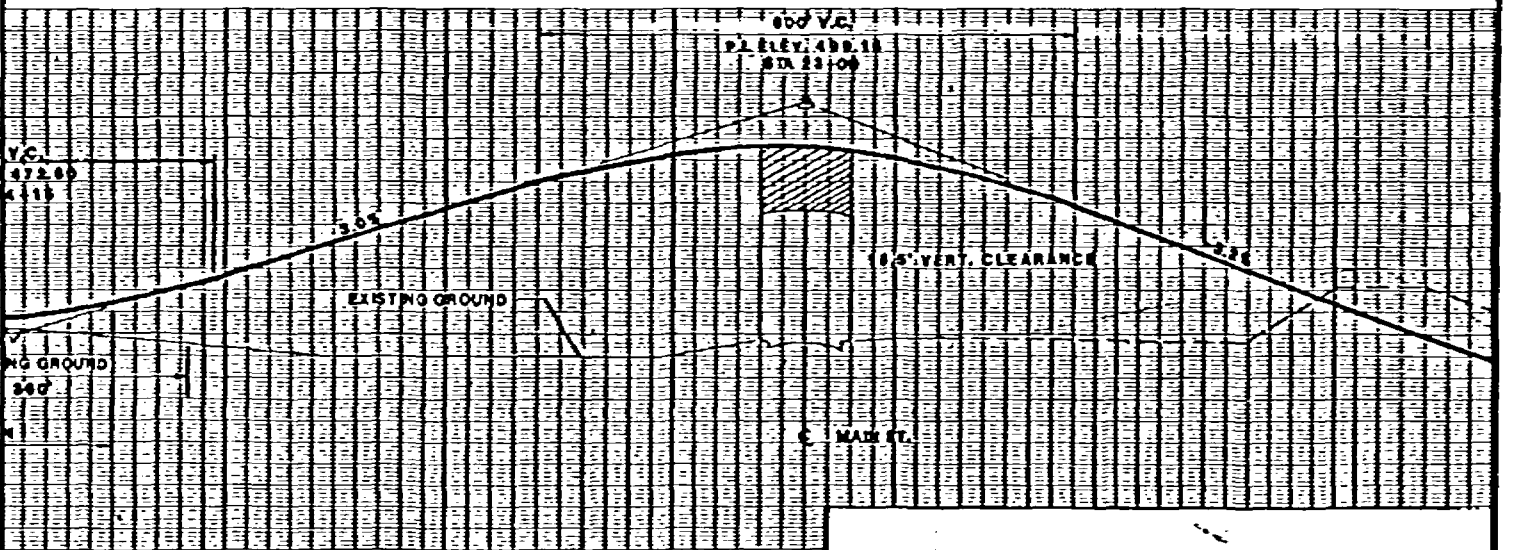
Metropolitan Transit Development Board

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7450 (619) 231-1466





SCALE: 1"=100'

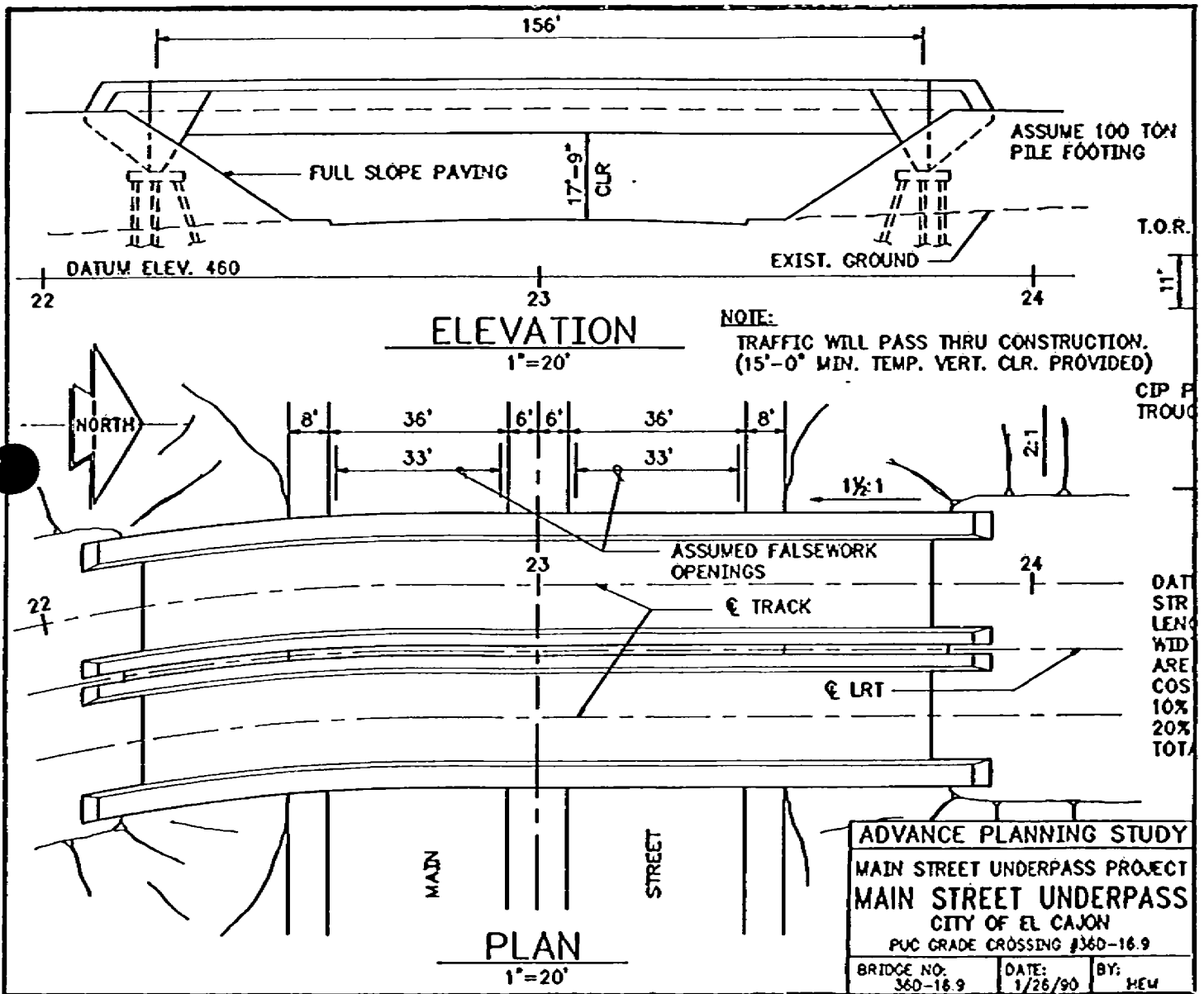


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PROFILE
HORIZ: 1"=10'
VERT: 1"=1'

MAIN STREET GRADE SEPARATION



(END OF APPENDIX A)