

Decision 91 11 058 NOV 20 1991

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Los Angeles County Transportation)
Commission for an order authorizing)
the relocation of an existing track)
at grade across Temple Avenue, PUC)
number BBP-498.12 and across Amar)
Road, PUC number BBP-498.46, and)
additionally the widening of Temple)
Avenue, in the City of Industry and)
in Los Angeles County)

ORIGINAL

Application 91-08-045
(Filed August 23, 1991)

OPINION

As part of the project to construct a rail transit system which will consist of more than 300 miles of passenger railroads by the time it is completed in 2020, the Los Angeles County Transportation Commission (LACTC), a member agency of Southern California Regional Rail Authority (SCRRA), requests authority for SCRRA to relocate a track and add a track at two existing grade crossings in the City of Industry and unincorporated Los Angeles County. The two grade crossings of Temple Avenue and Amar Road are over the Baldwin Park branch line, formerly owned by Southern Pacific Transportation Company (SPT). Control of the branch has since been transferred to SCRRA, the five-county joint powers authority created under P. U. Code Section 130255.

By 1993 SCRRA commuter trains will operate from Union Station in downtown Los Angeles to Moorpark (Ventura County), Santa Clarita (north Los Angeles County), Orange, San Bernardino and Riverside Counties. SCRRA calls its commuter rail system "Metrolink". Metrolink will provide an alternative for motorists dependent upon Southern California's freeways. Improved home-to-work travel times, reduced traffic, and reduced automotive air pollution are expected benefits. Metrolink is the regional rail program mandated by Senate Bill 1402 of 1990, P. U. Code Sections 130450 - 130455.

SCRRA operating equipment will consist of microprocessor-controlled diesel locomotives and double-decked passenger cars designed for quiet, efficient and safe commuter rail service. Train movements will be governed by automatic block signal systems with centralized traffic control.

The Baldwin Park branch forms most of SCRRA's Los Angeles - San Bernardino commuter rail route. SPT operates rail freight service along the branch, and by agreement can continue to do so during designated off-peak hours. SPT plans to abandon some of its Baldwin Park freight service in the near future.

SCRRA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. SCRRA filed a Notice of Exemption with the Los Angeles County Clerk on September 18, 1991. The Metrolink projects, which institute passenger services on rail rights-of-way already in use, are statutorily exempt from CEQA under P. R. Code Section 21080(b)(11). Alteration of existing grade crossings is categorically exempt under Rule 17.1.h.1.A, Sections 5, 6, and 7, of the Commission's Rules of Practice and Procedure.

The site of the proposed project has been inspected by the Commission's Safety Division staff - Traffic Engineering Section. Staff is of the opinion that there will be no significant effect on the environment. Staff examined the need for and the safety of the altered grade crossings, and recommends that the alterations be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rule 39 of the Rules of Practice and Procedure which relates to the alteration of public highways across railroads. A location map and details from the project plans are shown in Appendix A.

Findings of Fact

1. Notice of the application was published in the Commission's daily calendar on August 29, 1991. No protests have been received. A public hearing is not necessary.

2. LACTC requests that SCRRA be granted authority under Public Utilities Code Sections 1201-1205 to relocate an existing track, to construct an additional track at grade and to perform other alterations as may be required, on the acquired right-of-way of SPT's Baldwin Park Branch Line at the Temple Avenue and Amar Road grade crossings in the City of Industry and Los Angeles County.

3. LACTC is a member of SCRRA and is representing the joint-powers authority in this matter.

4. Construction of an additional track and relocation of an existing track at grade on the right-of-way acquired from SPT across two public highways is an essential element for the operation of commuter trains between Los Angeles and San Bernardino.

5. Public convenience and necessity require alteration of the crossings as indicated on Appendix A attached to this order.

6. Public safety requires that protection at the crossings be automatic gate-type signals (General Order (GO) 75-C) as indicated on Appendix A.

7. SCRRA is the lead agency for this project under CEQA, as amended.

8. The Commission has reviewed and considered the lead agency's determination that the project is statutorily exempt from the environmental reporting requirements of CEQA.

9. The project will not 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 project is statutorily exempt from the environmental reporting requirements of CEQA.

ORDER

IT IS ORDERED THAT:

1. Southern California Regional Rail Authority (SCRRA), as requested by member agency Los Angeles County Transportation Commission (LACTC), is authorized to alter and improve the Temple Avenue and Amar Road grade crossings across SCRRA's Baldwin Park branch line tracks in City of Industry and unincorporated Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order.

2. The Temple Avenue grade crossing will retain its identification number of BBP-498.12. The Amar Road grade crossing will retain its identification number of BBP-498.46.

3. Construction of the crossings shall be equal or superior to Standard No. 8 of General Order (GO) 72-B.

4. Maintenance of the crossings shall conform to GO 72-B.

5. Clearances shall conform to GO 26-D. Walkways shall conform to GO 118.

6. Protection at the Temple Avenue crossing shall be two Standard No. 9 automatic gate-type signals supplemented with two Standard No. 8 automatic flashing light signals (GO 75-C) mounted on the median, controlled by constant warning time train detection devices.

7. Protection at the Amar Road crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers supplemented by two median-mounted Standard No. 9 automatic gate-type signals (GO 75-C) controlled by constant warning time train detection devices.

8. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement shall be filed with the Safety Division prior to commencing construction. Should the parties fail

to agree, the Commission will apportion the costs of construction and maintenance by further order.

9. Within 30 days after completion of the work under this order, SCRRRA shall notify the Safety Division in writing that the authorized work has been completed.

10. This authorization shall expire if not exercised within two 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.

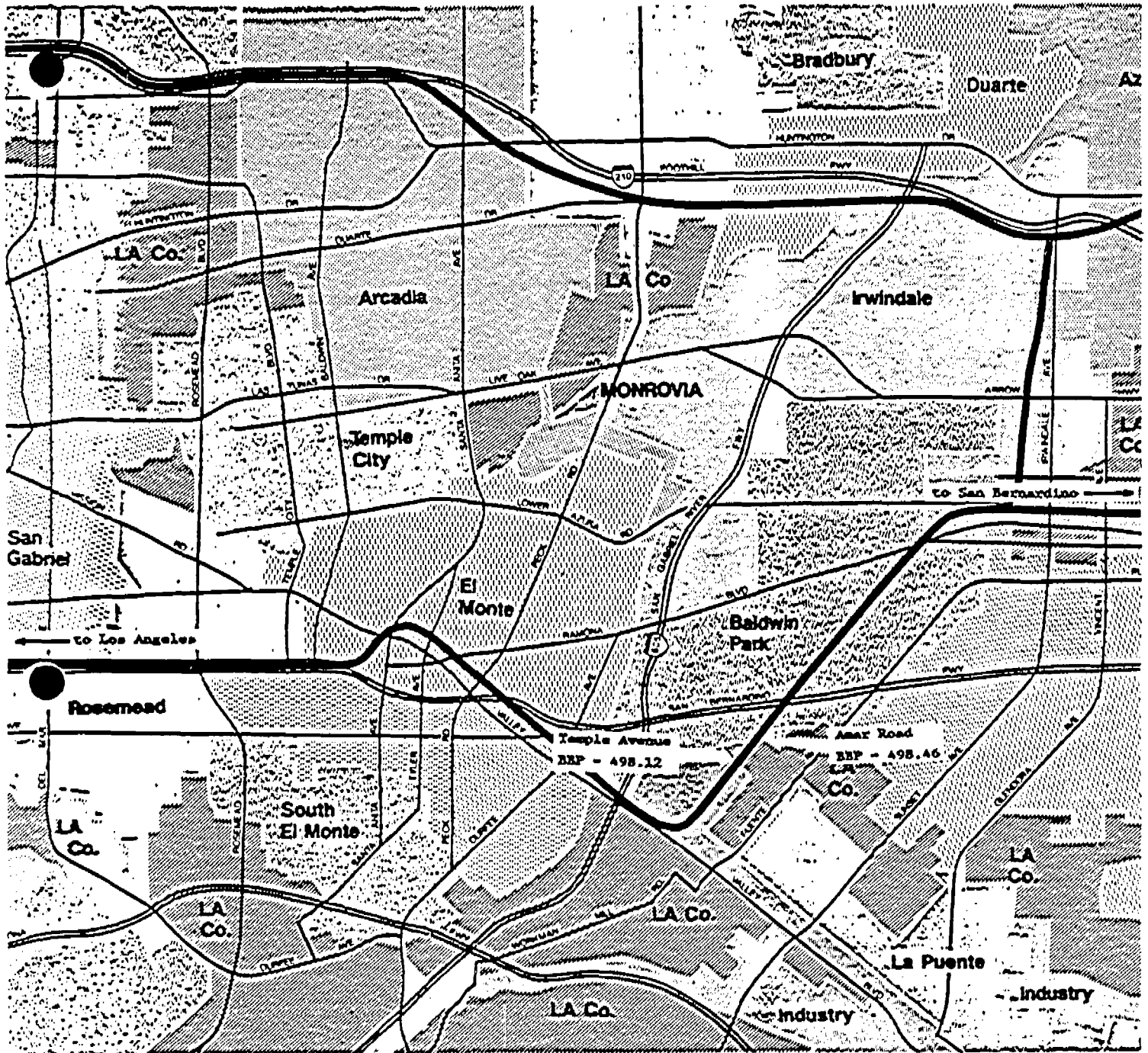
11. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated NOV 20 1991 at San Francisco, California.

PATRICIA M. ECKERT
President
DANIEL Wm. FESSLER
NORMAN D. SHUMWAY
Commissioners

Commissioner John B. Ohanian,
being necessarily absent, did
not participate.

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


NEAL J. SHULMAN, Executive Director

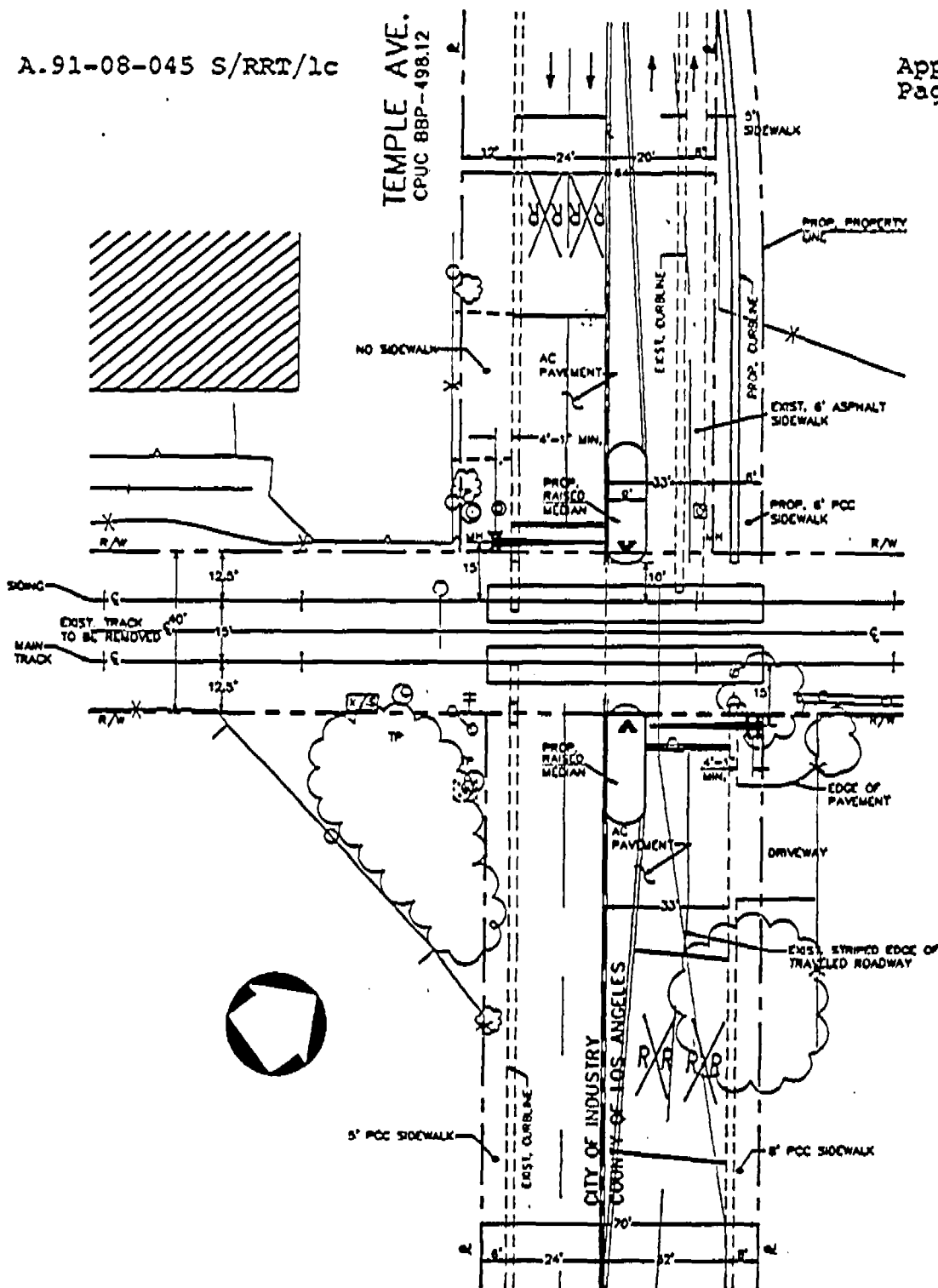


Southern California
Regional Rail Authority
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

San Bernardino/Los Angeles

Commuter Rail

TEMPLE AVE.
CPUC BBP-498.12



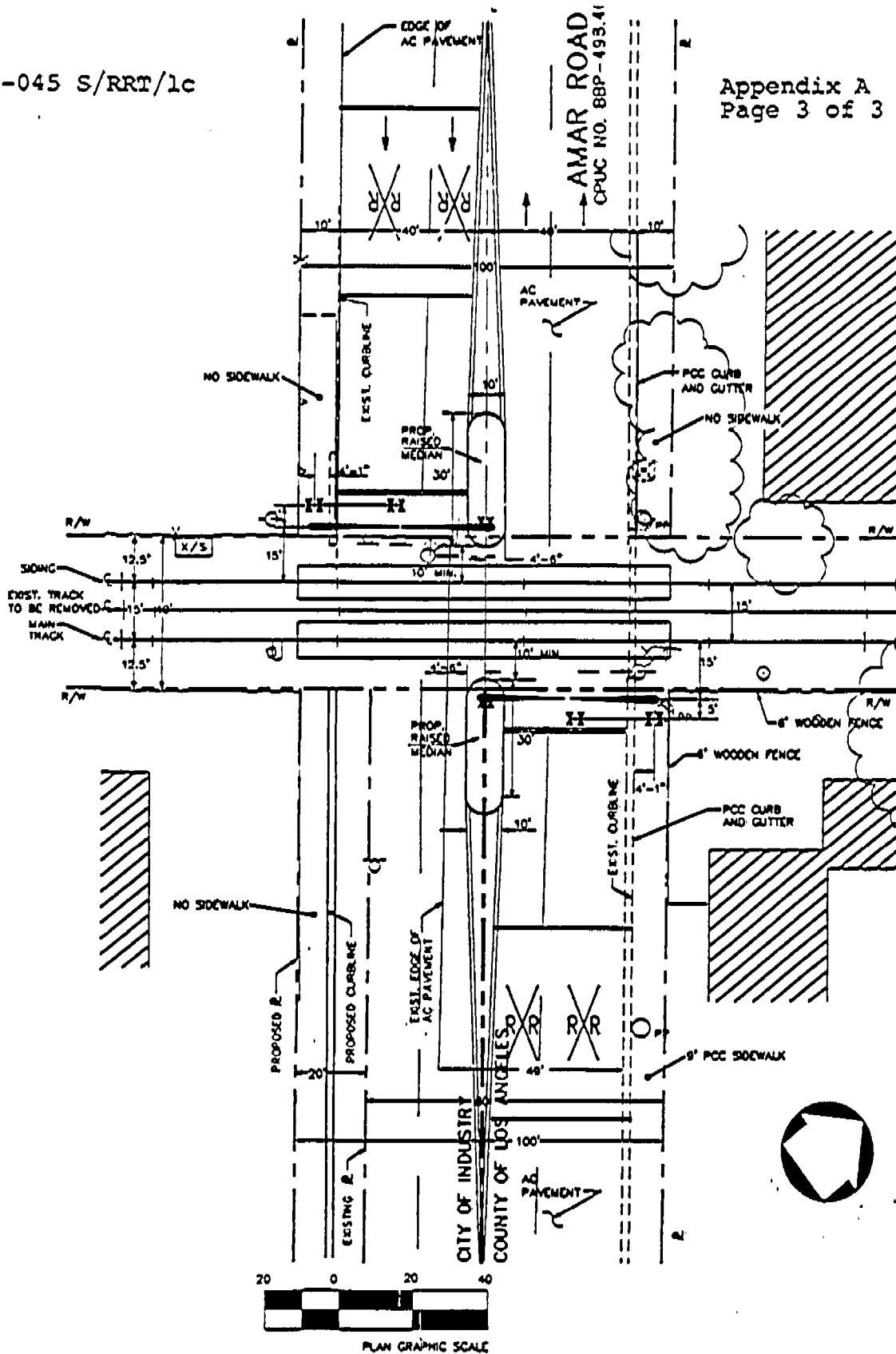
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

**PROPOSED GRADE CROSSING IMPROVEMENT
AND INSTALLATION OF ADDITIONAL TRACK
AT TEMPLE AVENUE**

WILLDAN ASSOCIATES
ENGINEERS AND PLANNERS

Frederick R. Harris, Inc.

CPUC CROSSING NO. BBP-498.12
COUNTY OF LOS ANGELES/CITY OF INDUSTRY



<p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</p>	<p>PROPOSED GRADE CROSSING IMPROVEMENT AND INSTALLATION OF ADDITIONAL TRACK AT AMAR ROAD</p> <p>CPUC CROSSING NO. BBP-498.46 CITY OF INDUSTRY/LOS ANGELES COUNTY</p>
<p>WILLDAN ASSOCIATES ENGINEERS AND PLANNERS</p> <p>MARSDEN Frederick R. Merrill, Inc.</p>	