

S/RRT/lc

Decision 32 01 032 JAN 10 1992

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 and the construction  
of an additional track at grade  
across Lark Ellen Avenue, PUC  
number 503.45 and across  
Citrus Avenue, PUC number BBO-  
504.96 in the City of  
Covina, Los Angeles County.

ORIGINAL

Application 91-08-055  
(Filed August 28, 1991)

O P I N I O N

As part of regional programs to build more than 300 miles of passenger railroads by the year 2020, 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 Covina, Los Angeles County. The two grade crossings of Lark Ellen Avenue and Citrus Avenue are over the Baldwin Park branch line, formerly owned by Southern Pacific Transportation Company (SPT). Control of the branch has been transferred to SCRRA, the five-county joint powers authority created under Public Utilities Code (PU) § 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 dependant 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, PU Code §§ 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 (P.R.) Code § 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 § 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 with the Commission's filing requirements, including Rule 39 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 September 5, 1991. No protests have been received. A public hearing is not necessary.

2. LACTC requests that SCRRRA be granted authority under PU Code §§ 1201-1205 to relocate an existing track and construct an additional track at grade and to perform other alterations at the Lark Ellen Avenue and Citrus Avenue grade crossings over the Baldwin Park branch line, formerly owned by SPT, in the City of Covina, Los Angeles County.

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

4. Construction of an additional track and relocation of an existing track at grade across these two public streets 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. SCRRRA 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 Lark Ellen Avenue and Citrus Avenue grade crossings across SCRRA's Baldwin Park branch line tracks in City of Covina, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order.

2. The Lark Ellen Avenue grade crossing will retain its identification number of BBO-503.45. The Citrus Avenue grade crossing will retain its identification number of BBO-504.96.

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 Lark Ellen Avenue crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C), controlled by constant warning time train detection devices.

7. Protection at the Citrus Avenue crossing shall be four Standard No. 9 automatic gate-type signals, 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, SCRRA 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.

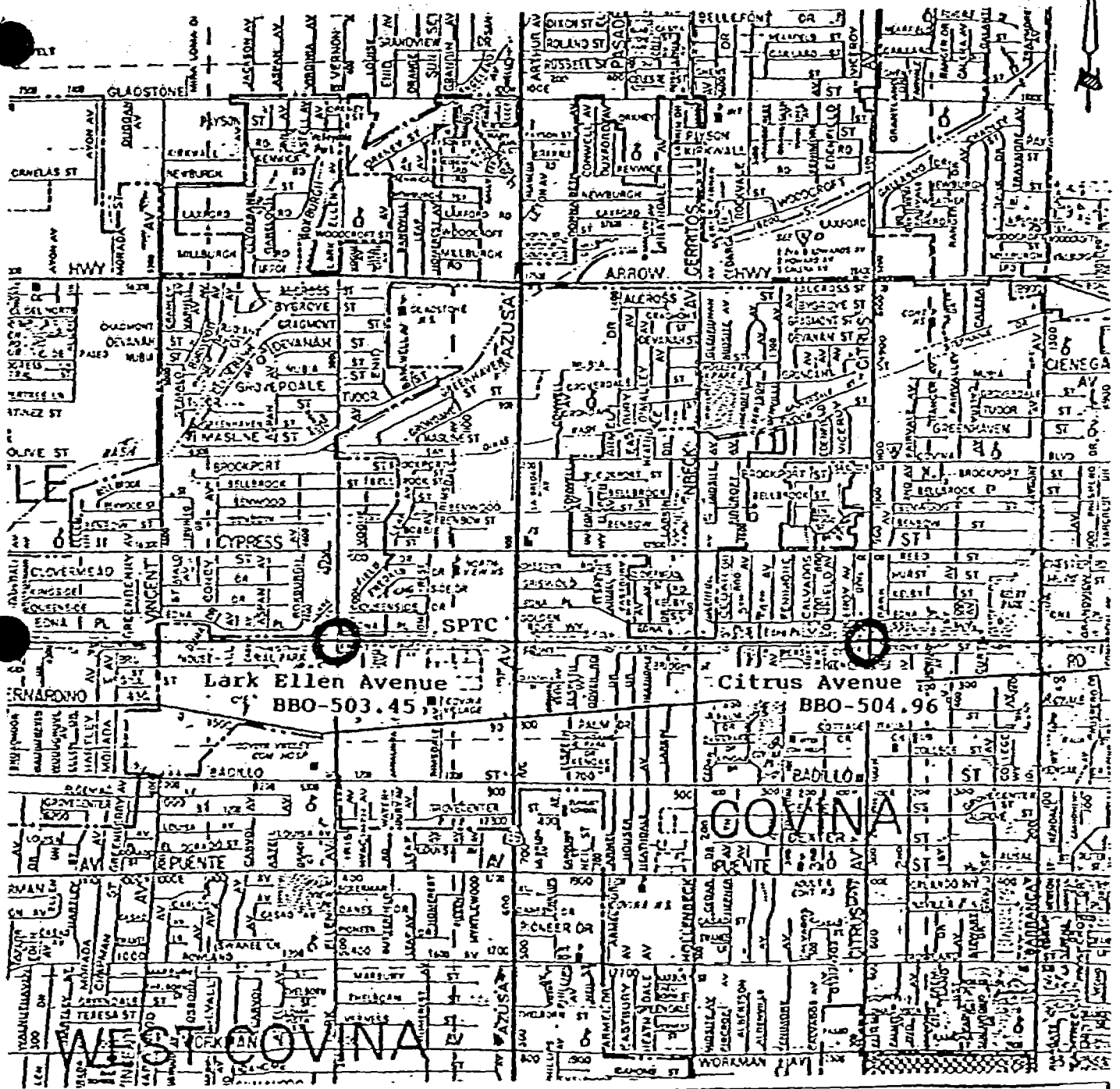
This order becomes effective 30 days from today.

Dated JAN 10 1992 at San Francisco, California.

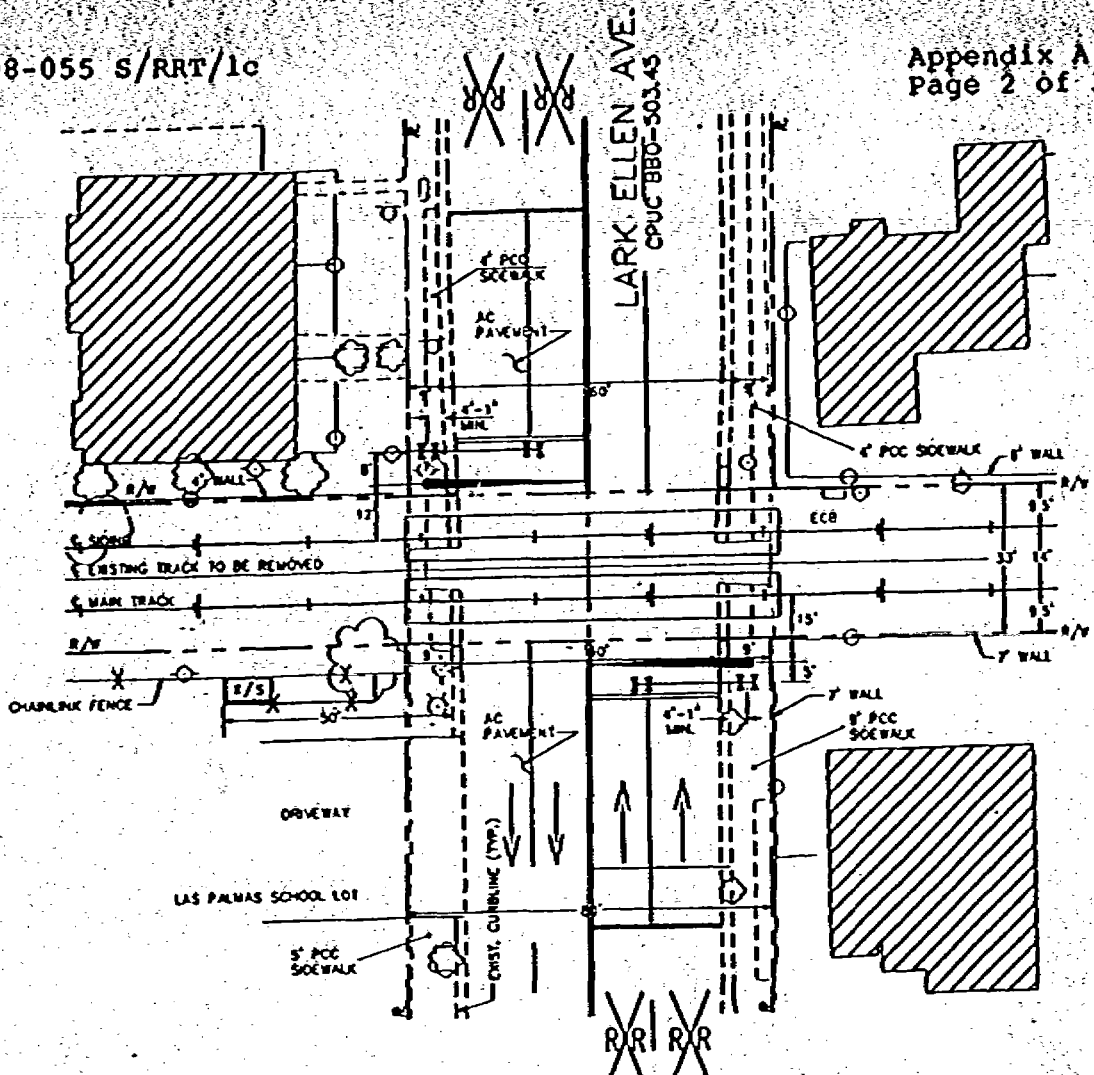
DANIEL Wm. FESSLER  
President  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
Commissioners

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

  
NEAL J. SHULMAN, Executive Director

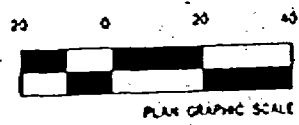



**COMMUTER RAIL PROJECT**  
**VICINITY MAP**  
 City of Covina/Los Angeles County



**LARK ELLEN AVENUE NOTES - CPUC CROSSING NO. 880-503.45**

1. HIGHWAY SIGNAL ASSEMBLY 2 CPUC STANDARD NO. 9A AUTOMATIC GATE WITH 27 CANTILEVER ARM, 2 GATES 34' LONG.
2. CROSSING SURFACE TYPE - PRECAST CONCRETE PANELS 80' LONG
3. CROSSING LOCATION - CITY OF COVINA
4. PAVEMENT MARKING TO BE PLACED TO M.U.T.C. STANDARDS
5. NO PARKING PERMITTED WITHIN 50 FT. OF GRADE CROSSING.

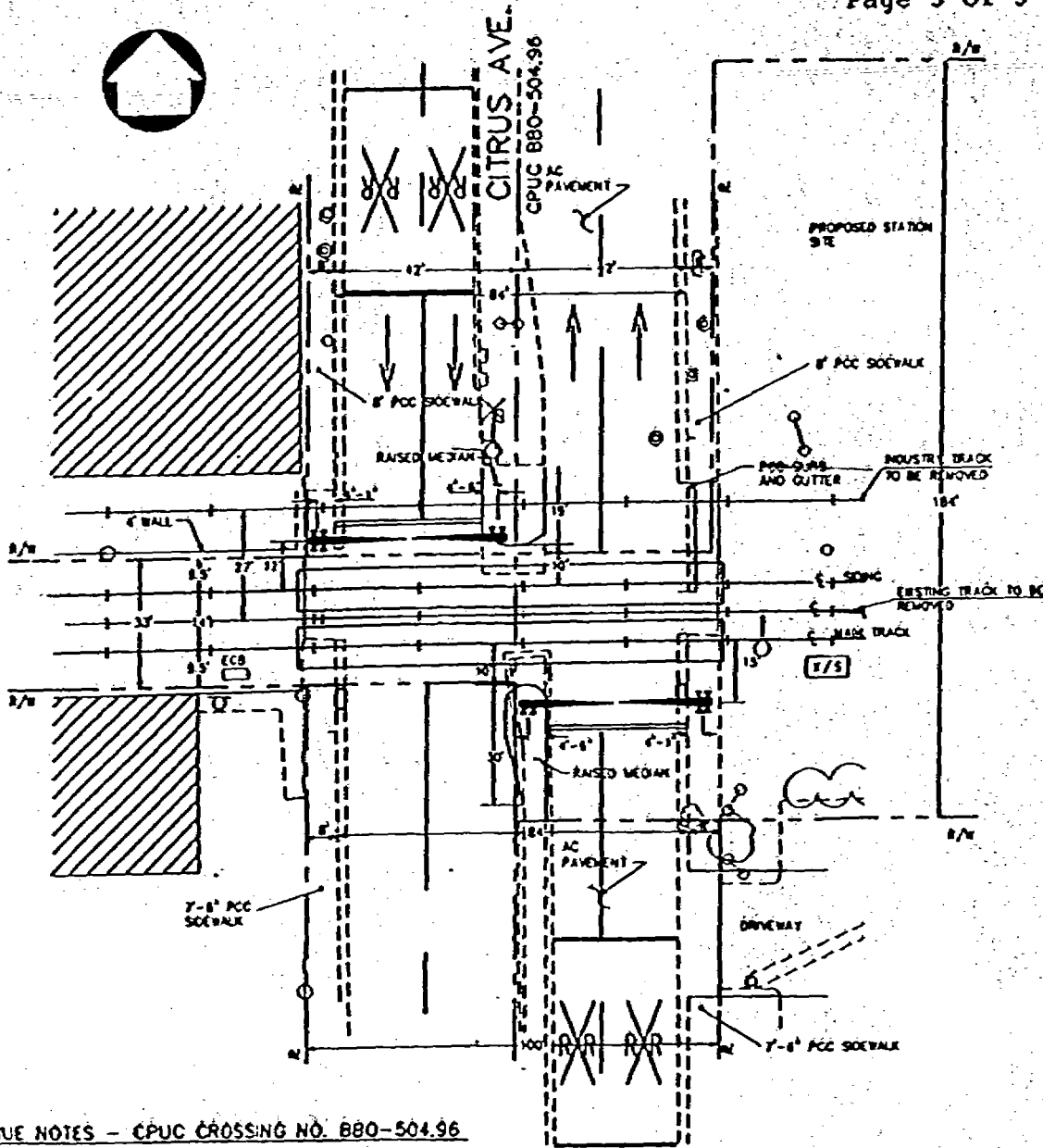


 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

**PROPOSED GRADE CROSSING IMPROVEMENT  
AND INSTALLATION OF ADDITIONAL TRACK  
AT LARK ELLEN AVE.  
CPUC CROSSING NO. 880-503.45  
CITY OF COVINA**

 **WILLDAN ASSOCIATES**  
ENGINEERS AND PLANNERS

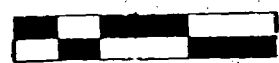
 **Frederic R. Harris, Inc.**






**CITRUS AVENUE NOTES - CPUC CROSSING NO. 880-504.96**

1. HIGHWAY CROSSING SIGNAL ASSEMBLY, 4 CPUC STANDARD NO. 9 AUTOMATIC W/ 17" LENS, GATES 21' LONG.
2. CROSSING SURFACE TYPE - PRECAST CONCRETE PANELS, 100' LONG.
3. CROSSING LOCATION - CITY OF COVINA.
4. PAVEMENT MARKINGS TO BE PLACED TO M.U.R.C. STANDARDS.
5. NO PARKING PERMITTED WITHIN 50 FT. OF CROSSING.

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PLAN GRAPHIC SCALE

 <b>SCRRRA</b>	<b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b>	<b>PROPOSED GRADE CROSSING IMPROVEMENT AND INSTALLATION OF ADDITIONAL TRACK AT CITRUS AVENUE CPUC CROSSING NO. 880-504.96 CITY OF COVINA</b>
 <b>WILLDAN ASSOCIATES</b> ENGINEERS AND PLANNERS	 <b>Frederic B. Harris, Inc.</b>	