

S/RRT/lc

Decision 92 04 069 April 22, 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 (1) the construction of an additional track at grade across Coldwater Canyon Road, PUC number E-457.0; across Bellaire Avenue, PUC number E-457.3; and across Vineland Avenue, PUC number E-459.6; and (2) construction of an additional track at separated grade across and above Van Nuys Boulevard, PUC number E-455.0-B; across and above Woodman Avenue, PUC number E-458.2-B; and across and above Sherman Way, PUC number E-458.3-B, all in the City of Los Angeles, California.

Application 92-01-064  
(Filed January 28, 1992)

OPINION

Los Angeles County Transportation Commission (LACTC), a member agency of Southern California Regional Rail Authority (SCRRA), requests authority to construct an additional track at grade across three streets and at separated grade over four streets in City of Los Angeles, Los Angeles County.

LACTC has right-of-way adjacent to right-of-way owned and used by Southern Pacific Transportation Company (SPT) at the Coldwater Canyon Road, Bellaire Avenue, and Vineland Avenue grade crossings, and the Van Nuys Boulevard, Woodman Avenue, Laurel Canyon Boulevard and Sherman Way underpasses. The LACTC right-of-way would be the route of SCRRA's commuter rail service between Los Angeles and Moorpark (Ventura County). The SPT right-of-way is now used by its Coast main line freight trains and two National

Railroad Passenger Corporation (Amtrak) intercontinental passenger trains per day.

Location and drawing detail from the application for each of these crossings and grade separations are shown in Appendix A.

SCRRA is the five-county joint powers authority created under Public Utilities (PU) Code § 130255. By 1993 SCRRA commuter trains will operate from Union Station in downtown Los Angeles to Moorpark, 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 created in accordance with Senate Bill 1402 of 1990, PU Code §§ 130450 - 130455.

Metrolink 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.

SCRRA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) 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 the reporting requirements of CEQA under PR Code § 21080(b)(11). Alteration of existing grade separations is statutorily exempt from CEQA under PR Code § 21080.13, while alteration of existing grade crossings is categorically exempt under Rule 17.1.h.1.A, §§ 5, 6, and 7, of the Commission's Rules of Practice and Procedure.

The sites of the proposed projects have been inspected by the Commission's Safety Division staff - Traffic Engineering Section. Staff examined the need for and the safety of the altered crossings and grade separations, 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 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 February 6, 1992. No protests have been received. A public hearing is not necessary.
2. LACTC, acting on behalf of SCRRA, requests authorization under PU Code §§ 1201-1205 to construct additional track at grade across three streets and at separated grade over four streets in City of Los Angeles, Los Angeles County, as set forth in Appendix A.
3. LACTC is a member of SCRRA and is representing the joint-powers authority in this matter.
4. SCRRA and LACTC have purchased right-of-way for use in the Metrolink commuter service adjacent to right-of-way owned and used by SPT.
5. Construction of the additional track is an essential element for the operation of commuter trains between Los Angeles and Moorpark.
6. Public convenience and necessity require alteration of the crossings and grade separations as indicated on Appendix A attached to this order.

7. Public safety requires that the altered grade crossings be protected with automatic flashing light signals with gates.

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

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

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.

O R D E R

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 construct an additional track at the Coldwater Canyon Road, Bellaire Avenue and Vineland Avenue grade crossings, and an additional track at separated grades over Van Nuys Boulevard, Woodman Avenue, Laurel Canyon Boulevard and Sherman Way, in Los Angeles, Los Angeles County, at the locations and substantially as shown by plans attached to the application and Appendix A of this order.

2. The crossings and grade separations will retain their identification numbers, as shown in Appendix A.

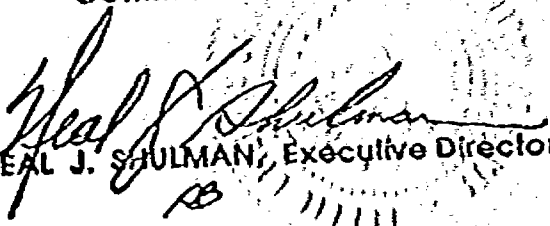
3. Clearances shall conform to General Order (GO) 26-D. Walkways shall conform to GO 118.

4. Construction of the grade crossings shall be equal or superior to Standard No. 8 of General Order (GO) 72-B.
5. Maintenance of the crossings shall conform to GO 72-B.
6. Protection at the Coldwater Canyon Road, Bellaire Avenue and Vineland Avenue grade crossings shall be automatic gate-type signals as shown in Appendix A.
7. Southern Pacific Transportation Company (SPT) will maintain the automatic crossing protection on the approaches to the grade crossings.
8. Construction cost of the additional track, grade crossing alterations and grade separation structures shall be borne by LACTC.
9. LACTC, City of Los Angeles and SPT will share maintenance costs of the crossings in accordance with GO 72-B. Maintenance costs for the automatic protection will be apportioned by agreement between LACTC, SPT and the City of Los Angeles. A copy of the signal maintenance agreement shall be filed with the Safety Division staff. Should the parties fail to agree, the Commission will apportion costs by further order, under PU Code § 1202.2.
10. Maintenance cost for the three new grade separation structures at Peck Road, Garvey Avenue and Durfee Avenue will be shared by LACTC and City of El Monte in accordance with existing agreements.
11. 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.
12. 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.

13. The application is granted as set forth above.  
This order becomes effective 30 days from today.  
Dated 10 22 1992 at San Francisco, California.

DANIEL Wm. FESSLER  
President  
JOHN B. CHANIAN  
PATRICIA M. ECKERT  
NORMAN D. SHIMWAY  
Commissioners

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

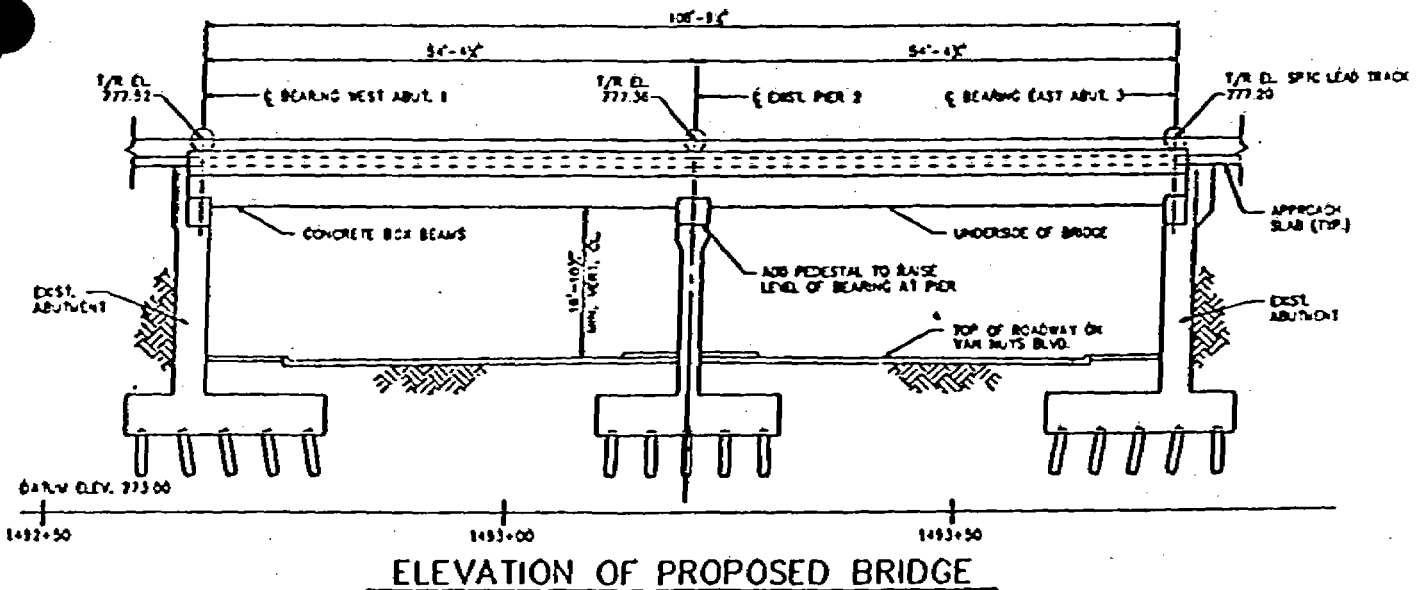
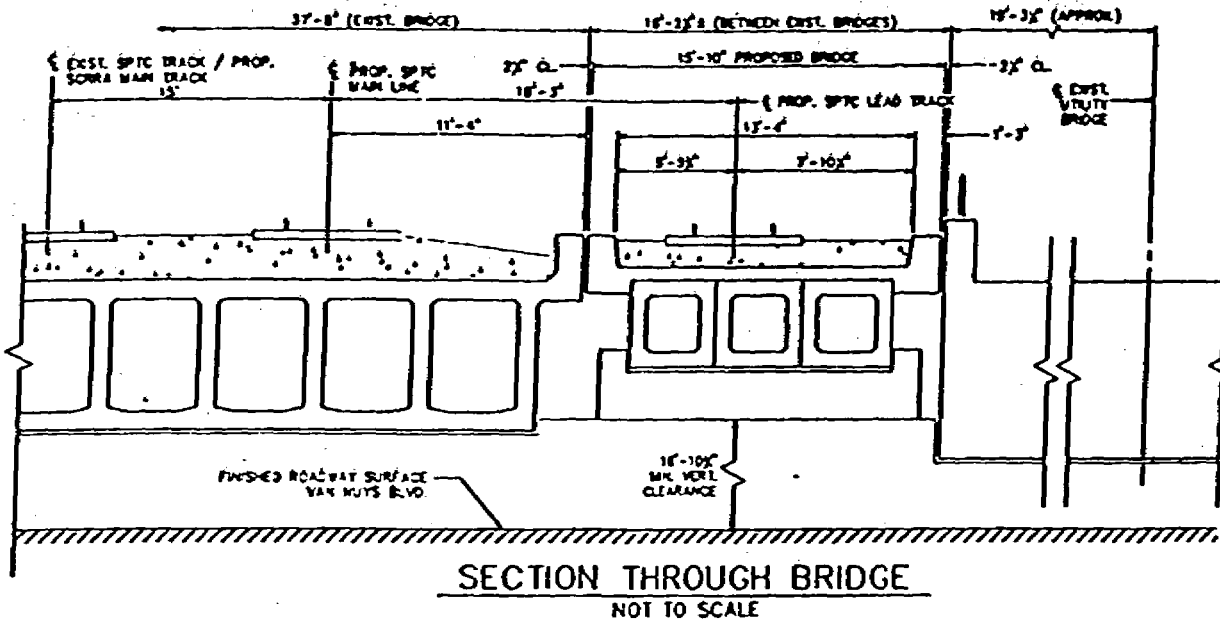
  
NEAL J. SHULMAN, Executive Director  
RB



APPLICATION 92-01-064; SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA); REQUEST FOR AUTHORITY TO CONSTRUCT ADDITIONAL TRACK AT THE FOLLOWING EXISTING GRADE CROSSINGS AND GRADE SEPARATIONS


| <u>FUC Grade Crossing or Grade Separation Number and Street Name</u> | <u>City</u>    | <u>Across/Over SCRRA Metrolink and SPT line Names</u>                                       | <u>Description of alteration; proposed and existing protection (if grade crossing); proposed structural changes (if grade separation); other information</u>  |
|--|----------------|---|---|
| E - 455.0-B<br>Van Nuys<br>Boulevard                                 | Los<br>Angeles | across Metrolink<br>Los Angeles -<br>Moorpark "West"<br>line, and SPT<br>Coast main<br>line | LACTC will construct new concrete box beam bridge structure on existing abutments parallel to and north of existing SPT bridge. The new structure will carry a SPT lead track. The existing SPT south main track will be reconstructed as the SCRRA main track. Van Nuys station is east of Van Nuys Boulevard underpass. |
| E - 456.0-B<br>Woodman Avenue  | Los<br>Angeles | "   | LACTC will add one new track in empty middle bay of bridge structure, which will be new SPT main track. South SPT main track will become SCRRA main track.  |
| E - 457.0<br>Coldwater<br>Canyon Road                                | Los<br>Angeles | "   | LACTC will add one track; SPT will have one track; Crossing will be protected by two Standard No. 9 flashing light signals with gates.  |
| E - 457.3<br>Bellaire<br>Avenue                                      | Los<br>Angeles | "   | LACTC will add one track; SPT will have one track; Crossing will be protected by two Standard No. 9 flashing light signals with gates.  |
| E - 458.2-B<br>Laurel Canyon<br>Boulevard                            | Los<br>Angeles | "   | LACTC will add one track in empty north bay of bridge structure, to be new SCRRA main track. Existing SPT track to remain on south bay  |
| B - 458.3-B<br>Sherman Way   | Los<br>Angeles | "   | LACTC will add one track in empty north bay of bridge structure, to be new SCRRA main track. Existing two SPT tracks to remain.   |
| B - 459.6<br>Vineland<br>Avenue                                      | Los<br>Angeles | "   | LACTC will add one track; SPT will have one track; Crossing will be protected by four Standard No. 9 cantilevered flashing light signals with gates. Existing raised medians to be widened at crossing.   |



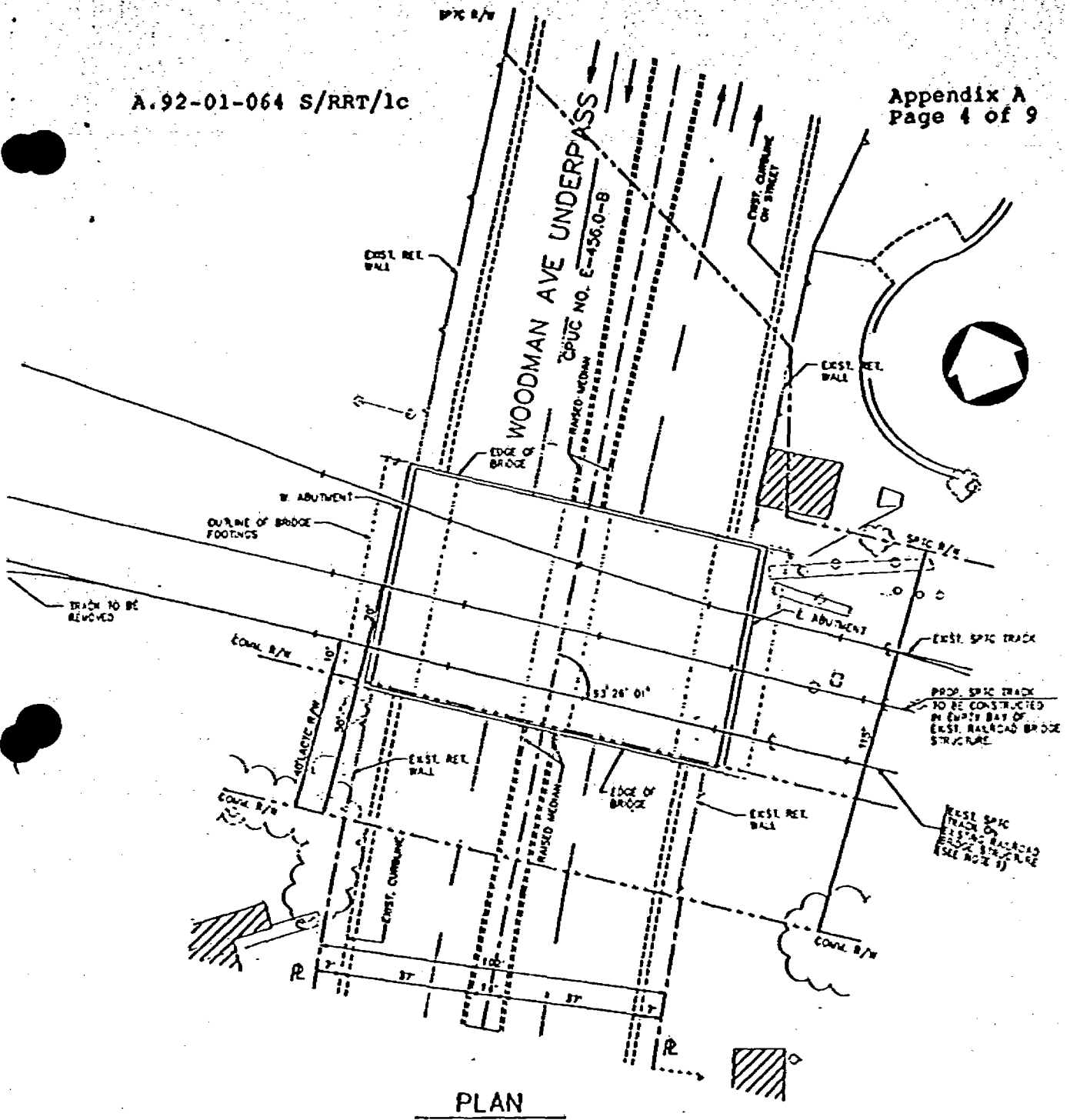


 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY


 WILLDAN ASSOCIATES  
DESIGNERS AND PLANNERS


 HARRIS  
Frederic R. Harris, Inc.

**PROPOSED  
RAILROAD BRIDGE STRUCTURE AND  
ADDITIONAL TRACK AT VAN NUYS  
BOULEVARD UNDERPASS  
CPUC CROSSING NO. E-455.0 -B  
CITY OF LOS ANGELES**



PLAN

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

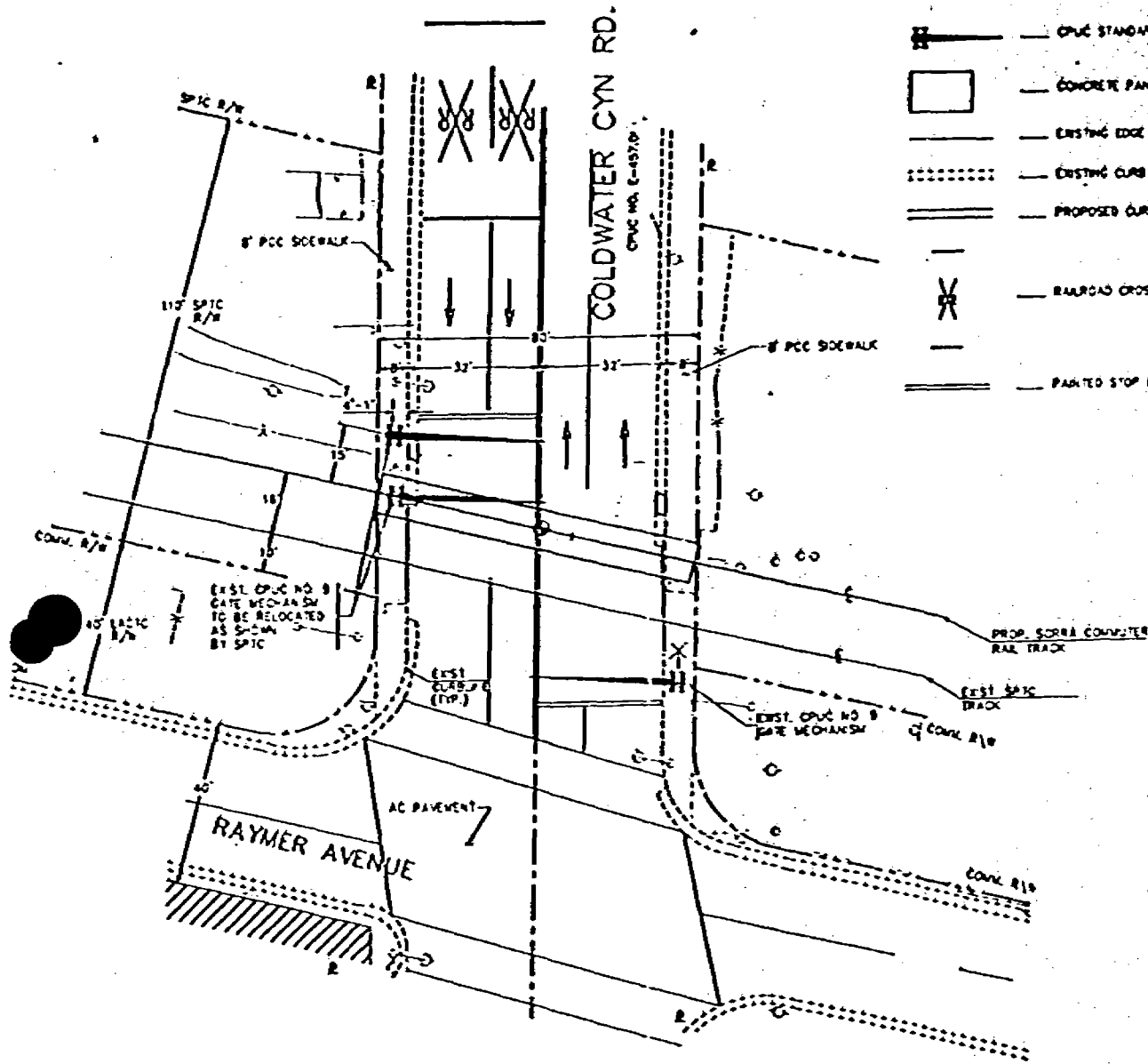
 **WILLDAN ASSOCIATES**  
ENGINEERS AND PLANNERS

 **HARRIS**  
Frederic R. Harris, Inc.

**PROPOSED INSTALLATION OF ADDITIONAL TRACK ON EXISTING RAILROAD BRIDGE STRUCTURE AT WOODMAN AVENUE UNDERPASS**  
CPUC CROSSING NO. E-456.0-B  
CITY OF LOS ANGELES

STANDARD LEGEND FOR GRADE CROSSING PLAN

- CPUC STANDARD NO. 8 (CROSSING GATE)
- CONCRETE PANEL GRADE CROSSING
- EXISTING EDGE OF PAVEMENT
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- RAILROAD CROSSING PAVEMENT MARKER
- PAINTED STOP BARS OF ROADWAY



PLAN



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

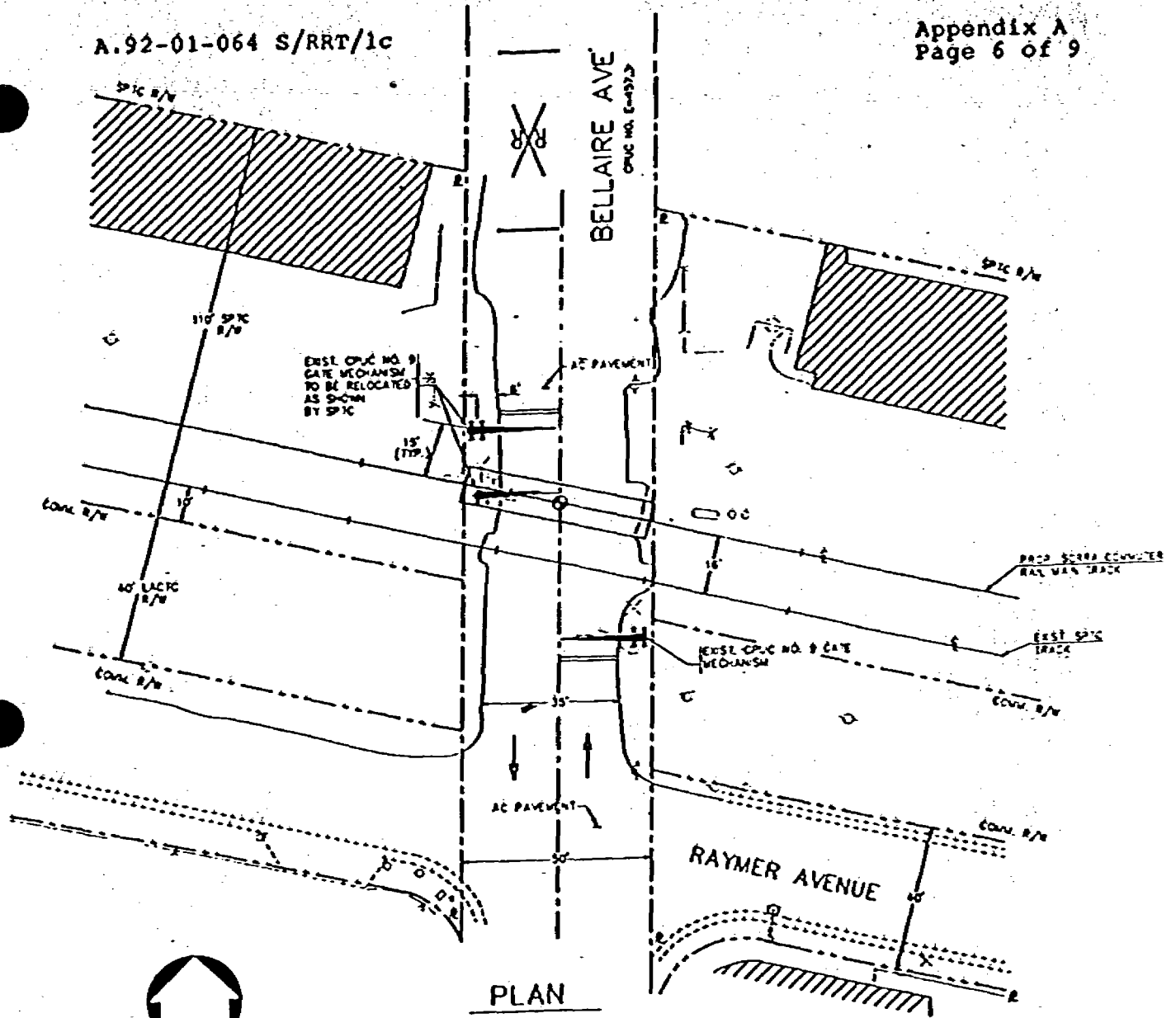


WILLDAN ASSOCIATES  
DESIGNERS AND PLANNERS




HARRIS  
Frederick R. Harris, Inc.

PROPOSED GRADE CROSSING IMPROVEMENT  
AND INSTALLATION OF ADDITIONAL TRACK  
AT COLDWATER CANYON ROAD  
CPUC CROSSING NO. E-457.0  
CITY OF LOS ANGELES



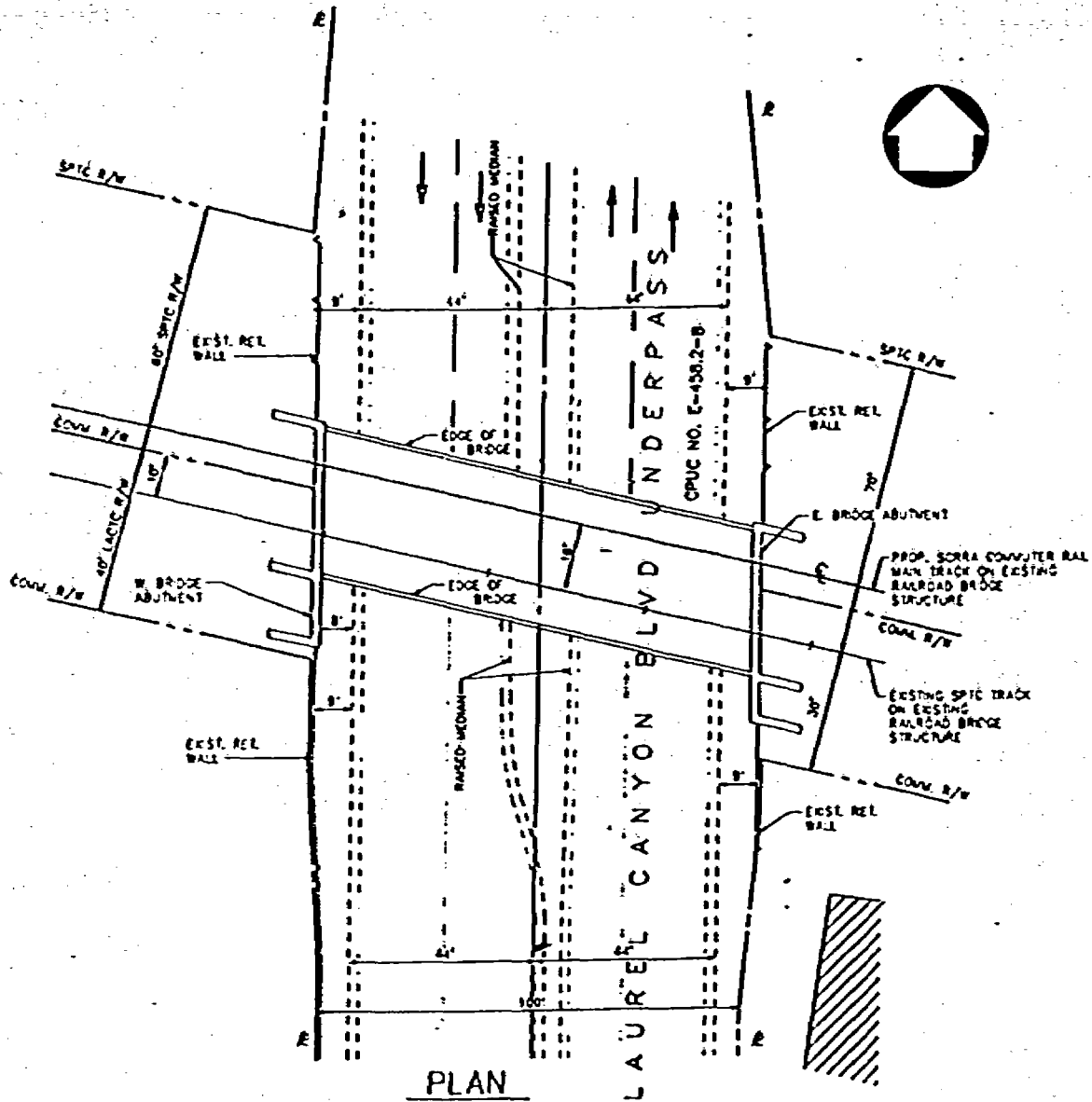
PLAN

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY




 WILLDAN ASSOCIATES  
ENGINEERS AND PLANNERS

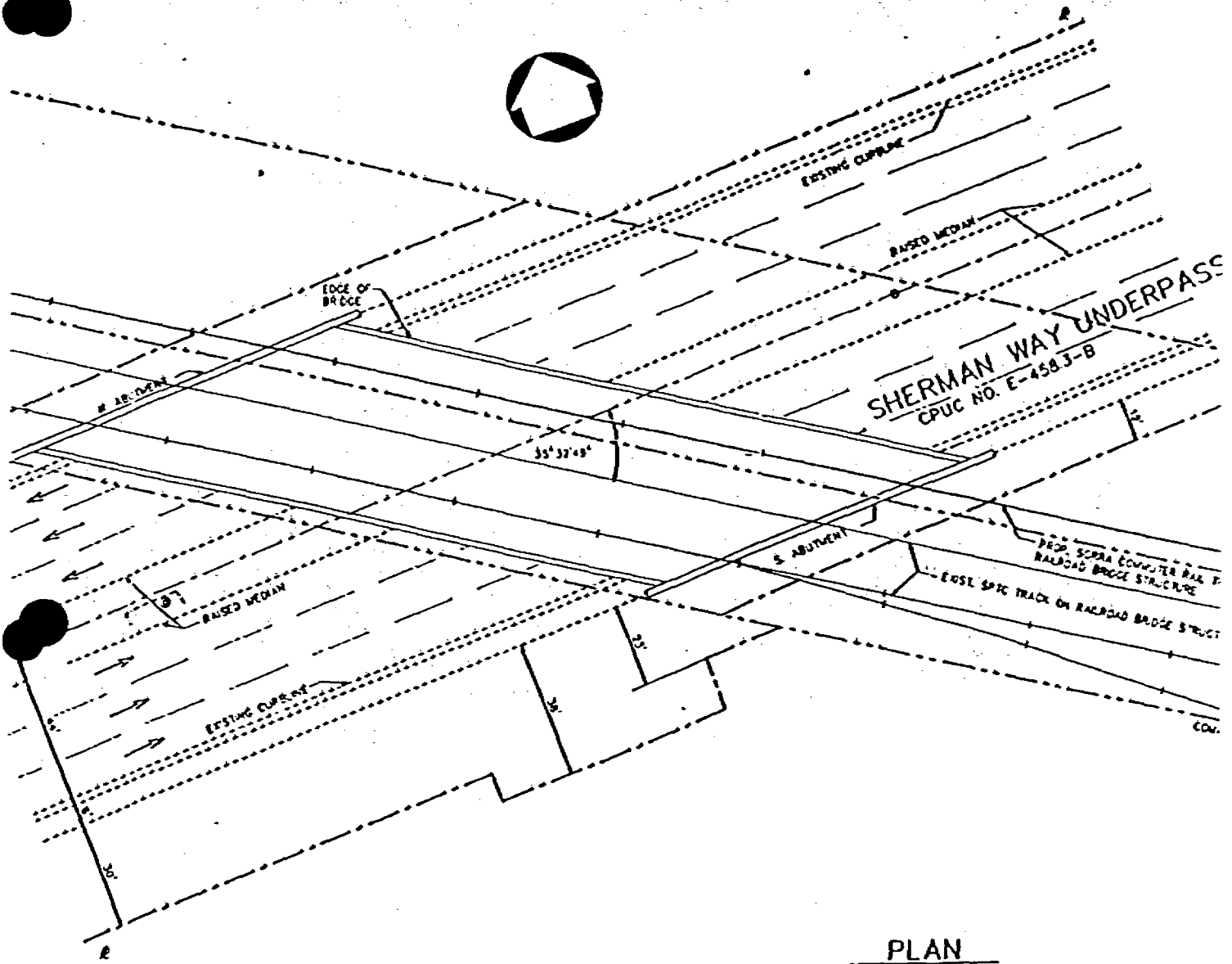
 FREDERICK R. HARRIS, INC.

**PROPOSED GRADE CROSSING IMPROVEMENT  
AND INSTALLATION OF ADDITIONAL TRACK  
AT BELLAIRE AVENUE  
CPUC CROSSING NO. E-457.3  
CITY OF LOS ANGELES**



PLAN

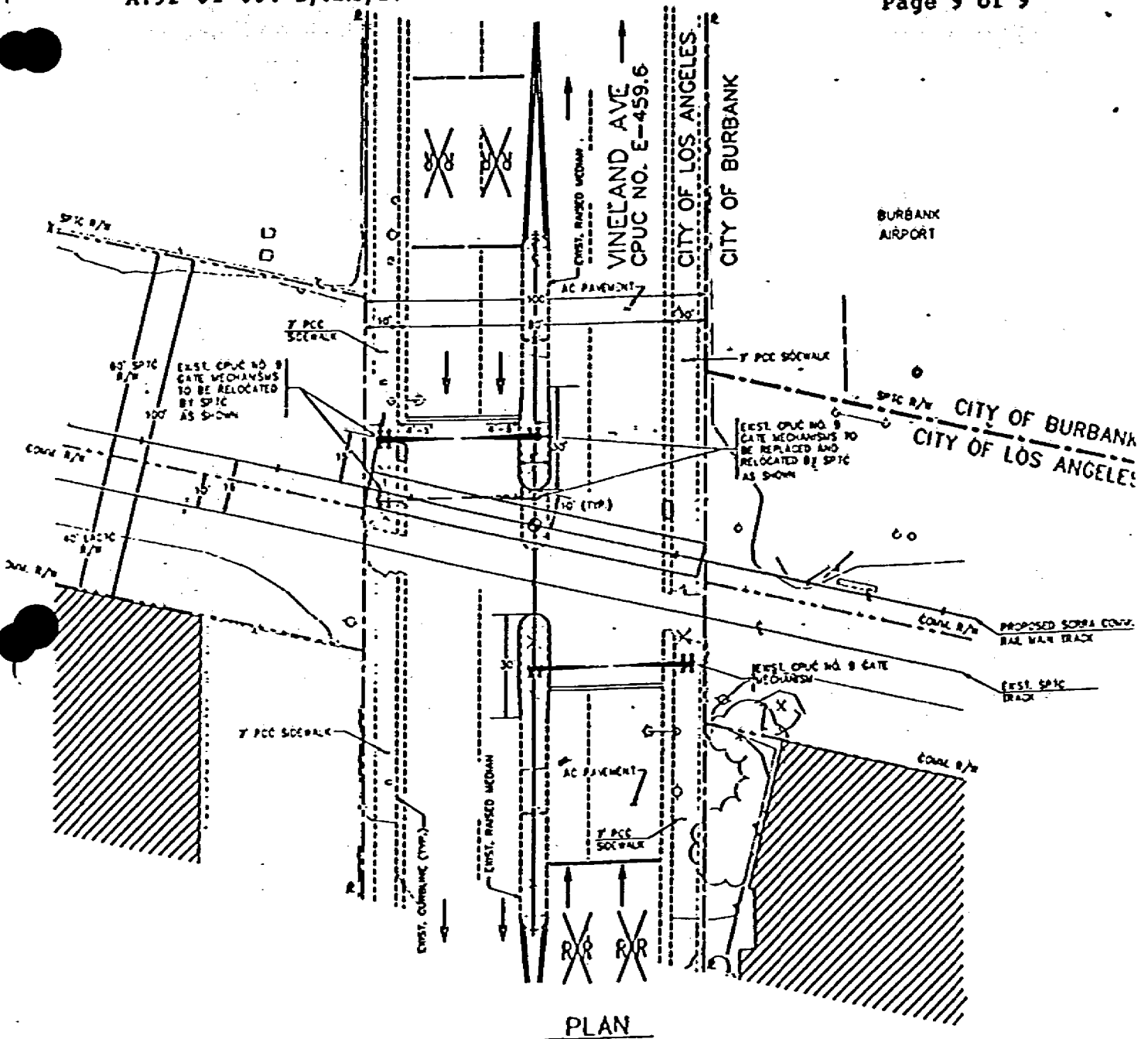
|  |  |
|--|--|
|  <p><b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b></p>   | <p><b>PROPOSED INSTALLATION OF ADDITIONAL TRACK ON EXISTING RAILROAD BRIDGE STRUCTURE AT LAUREL CANYON BLVD, UNDERPASS CPUC CROSSING ON, E-458.2-B CITY OF LOS ANGELES</b></p> |
|  <p><b>WILLDAN ASSOCIATES</b><br/>ENGINEERS AND PLANNERS</p>  <p><b>HARRIS</b><br/>Frederick R. Harris, Inc.</p> |  |






PLAN

|  |  |
|--|--|
| <p>SCRA</p>  | <p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</p> |
| <p>WILLDAN ASSOCIATES<br/>ENGINEERS AND PLANNERS</p> | <p>HARRIS<br/>Frederic R. Harris, Inc.</p>         |

PROPOSED INSTALLATION OF ADDITIONAL TRACK  
ON EXISTING RAILROAD BRIDGE STRUCTURE  
AT SHERMAN WAY UNDERPASS  
CPUC CROSSING NO. E-458.3-B  
CITY OF LOS ANGELES



PLAN

|   |   |
|---|---|
|  <p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</p>   | <p><b>PROPOSED GRADE CROSSING IMPROVEMENT<br/>AND INSTALLATION OF ADDITIONAL TRACK<br/>AT VINELAND AVENUE<br/>CPUC CROSSING NO. E-459.6<br/>CITY OF LOS ANGELES</b></p> |
|  <p>WILLDAN ASSOCIATES<br/>ENGINEERS AND PLANNERS</p> |  <p>HARRIS<br/>Products R. Harris, Inc.</p>  |