

S/RRT/lc

Decision 92 04 071 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 Burbank Airport )  
Pedestrian Crossing, PUC number )  
E-460.6-D and (2) the )  
construction of an additional )  
track at separated grade across )  
and above Hollywood Way, PUC )  
number E-460.8-B; across and )  
above San Fernando Boulevard, )  
PUC number B-470.5-B; and across )  
and below Burbank Boulevard, PUC )  
number B-471.5-A all in the )  
City of Burbank, California. )

Application 92-01-056  
(Filed January 24, 1992)

O P I N I O N

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 one pedestrian crossing and at separated grade over and under three streets in City of Burbank, Los Angeles County.

One track will be added at the Burbank-Glendale-Pasadena Airport (Burbank Airport) station pedestrian grade crossing, and the Hollywood Way, San Fernando Boulevard and Burbank Boulevard grade separations. Location and drawing detail from the application for the pedestrian grade crossing 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 (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 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.

LACTC has right-of-way adjacent to right-of-way owned and used by Southern Pacific Transportation Company (SPT) at the four locations. The SCRRA Metrolink line between Los Angeles and Moorpark will be adjacent to the SPT Coast main line at the Burbank Airport pedestrian grade crossing and the Hollywood Way underpass. The SCRRA Metrolink line between Los Angeles and Santa Clarita will be adjacent to the SPT Saugus main line at the San Fernando Boulevard underpass and the Burbank Boulevard overpass.

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 crossing 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 3, 1992. No protests have been received. A public hearing is not necessary.

2. LACTC requests that SCRRA be granted authority under PU Code §§ 1201-1205 to construct an additional track at grade across one pedestrian crossing and at separated grade over and under three streets in City of Burbank, 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 essential for the operation of commuter trains between Los Angeles and Moorpark, and between Los Angeles and Santa Clarita.

6. Public convenience and necessity require alteration of the pedestrian crossing and grade separations as indicated on Appendix A attached to this order.

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

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.

ORDER

IT IS ORDERED THAT:

1. Los Angeles County Transportation Commission (LACTC), acting on behalf of Southern California Regional Rail Authority (SCRRA), is authorized to construct an additional track at the Burbank-Glendale-Pasadena Airport station pedestrian grade crossing, and the Hollywood Way, San Fernando Boulevard and Burbank Boulevard grade separations, in Burbank, Los Angeles County, at the locations and substantially as shown by plans attached to the application and Appendix A of this order.

2. The pedestrian crossing 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 pedestrian grade crossing shall be equal or superior to Standard No. 8 of General Order (GO) 72-B.

5. Maintenance of the crossing shall conform to GO 72-B.

6. Protection at the Burbank-Glendale-Pasadena Airport station pedestrian grade crossing shall be two Standard No. 8 automatic flashing light signals (GO 75-C).

7. Southern Pacific Transportation Company (SPT) will maintain the automatic crossing protection at the pedestrian grade crossing.

8. Construction cost of the additional track, grade crossing alteration and grade separation structures shall be borne by LACTC.

9. Maintenance cost of the grade separation structures will be shared by LACTC, SPT and City of Burbank as provided for in existing agreements.

10. LACTC, City of Burbank and SPT will share maintenance costs of the pedestrian grade crossing in accordance with GO 72-B. Maintenance costs for the automatic protection will be apportioned by agreement between LACTC, SPT and the City of Burbank. 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.

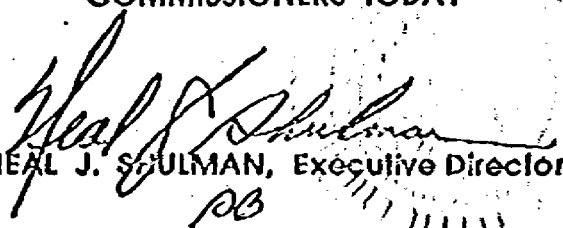
11. Within 30 days after completion of the work under this order, SCRRA shall notify the Safety Division in writing that the authorized work has been completed.

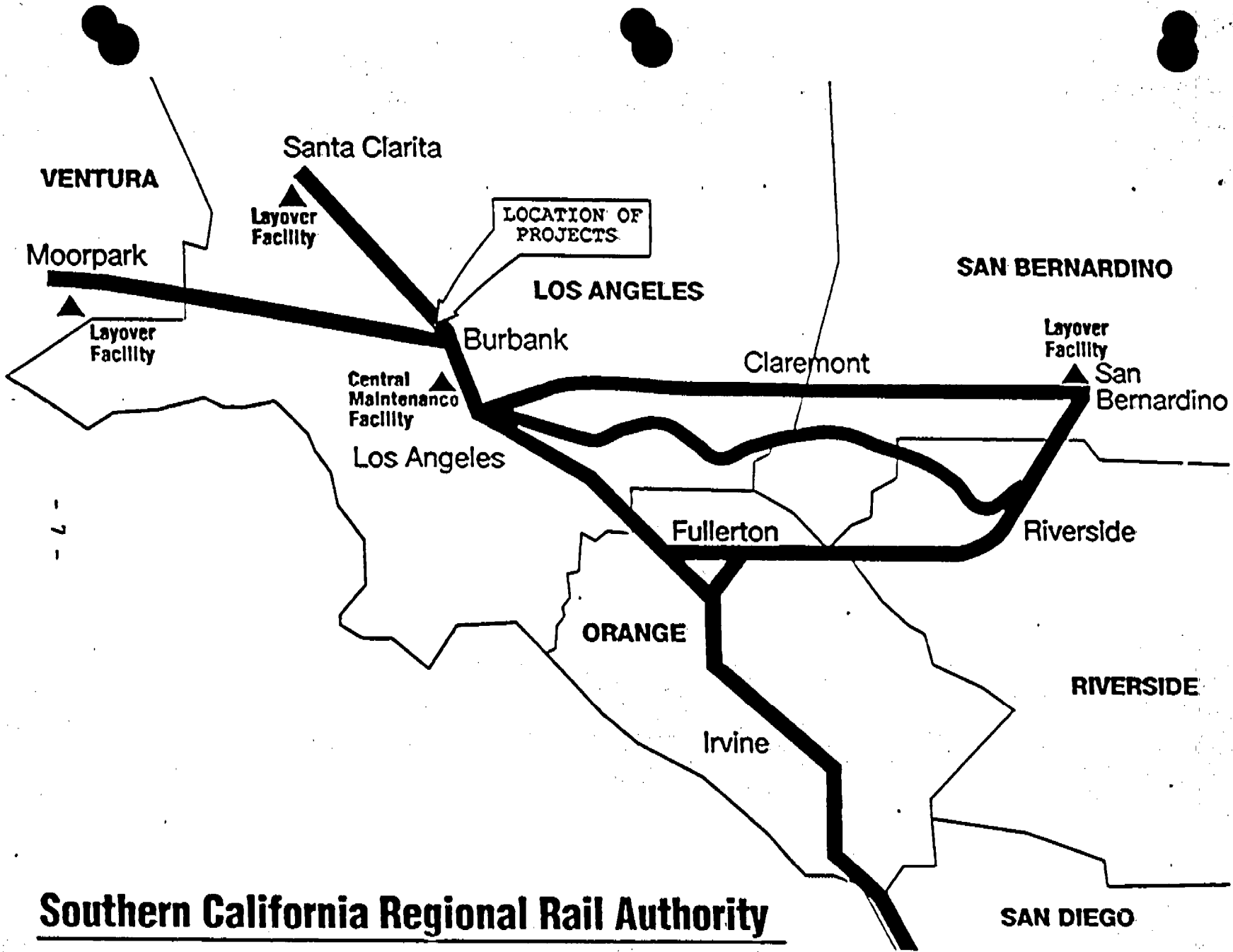
12. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

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

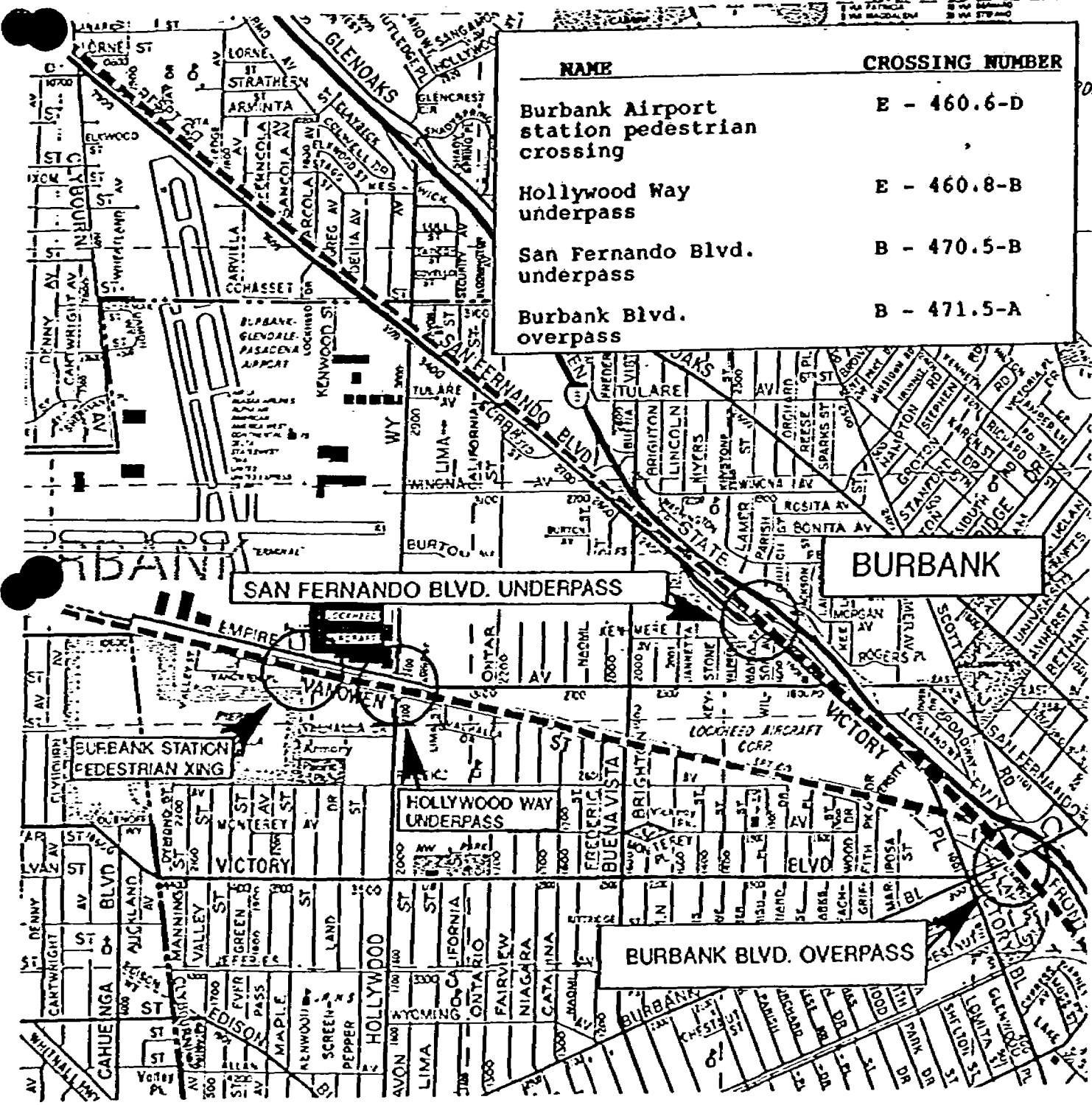
DANIEL Wm. FESSLER  
President  
JOHN B. CHANLAN  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
Commissioners

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

  
NEAL J. SCHULMAN, Executive Director  
RB



**Southern California Regional Rail Authority**



NAME	CROSSING NUMBER
Burbank Airport station pedestrian crossing	E - 460.6-D
Hollywood Way underpass	E - 460.8-B
San Fernando Blvd. underpass	B - 470.5-B
Burbank Blvd. overpass	B - 471.5-A

SAN FERNANDO BLVD. UNDERPASS

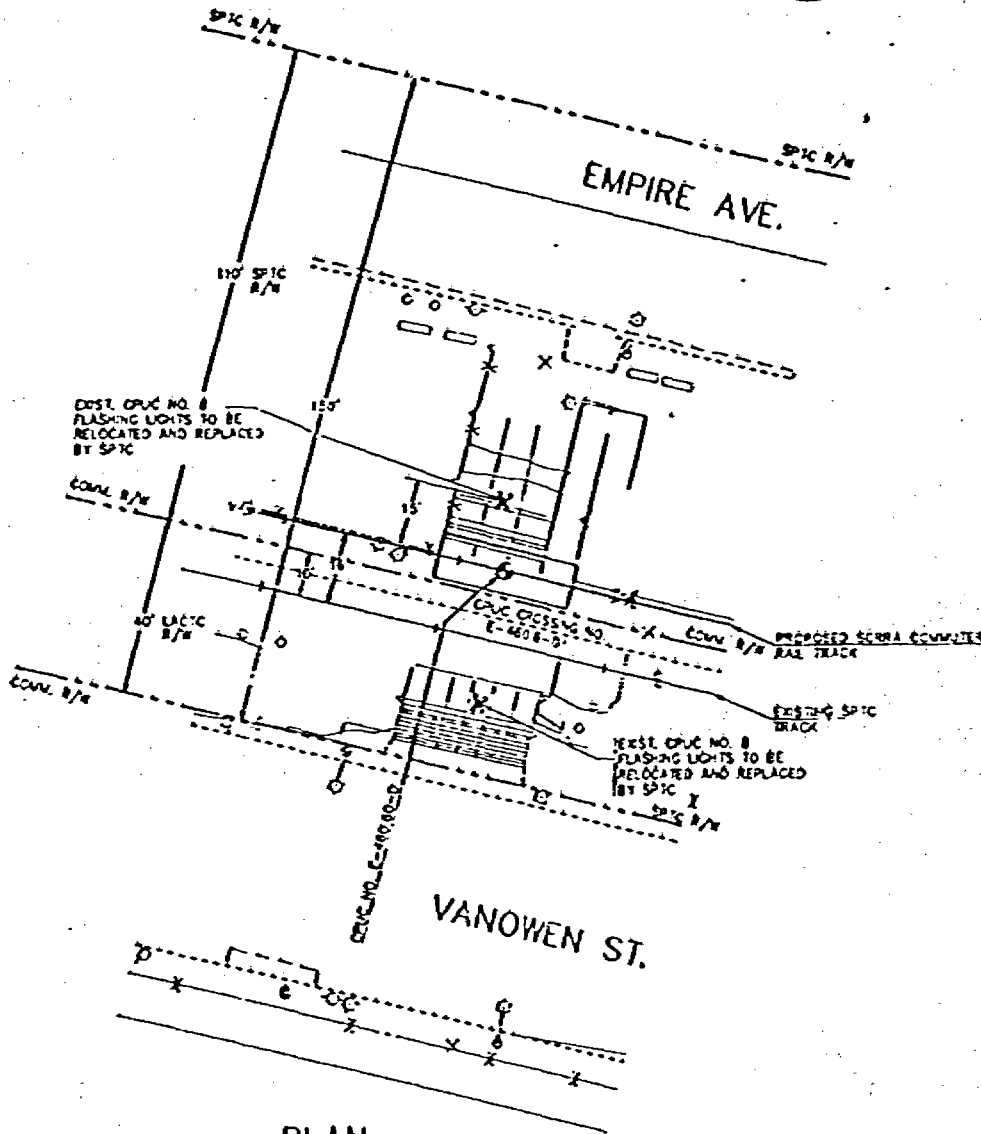
BURBANK

BURBANK STATION PEDESTRIAN XING

HOLLYWOOD WAY UNDERPASS

BURBANK BLVD. OVERPASS

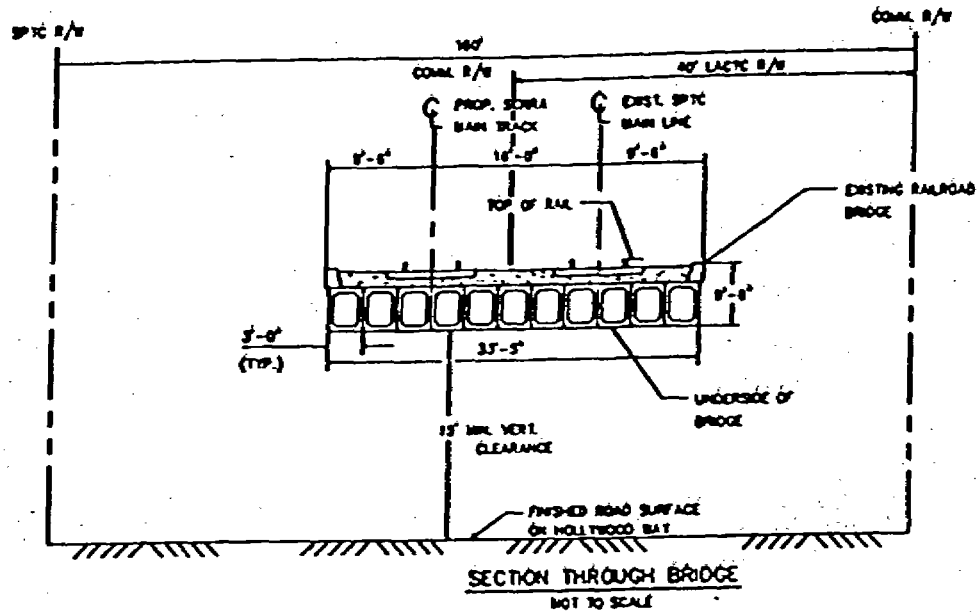




PLAN

	<b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b>
	<b>WILDAN ASSOCIATES</b> <small>ENGINEERS AND PLANNERS</small>
	<small>HARRIS</small> <b>Product R. Harris, Inc.</b>

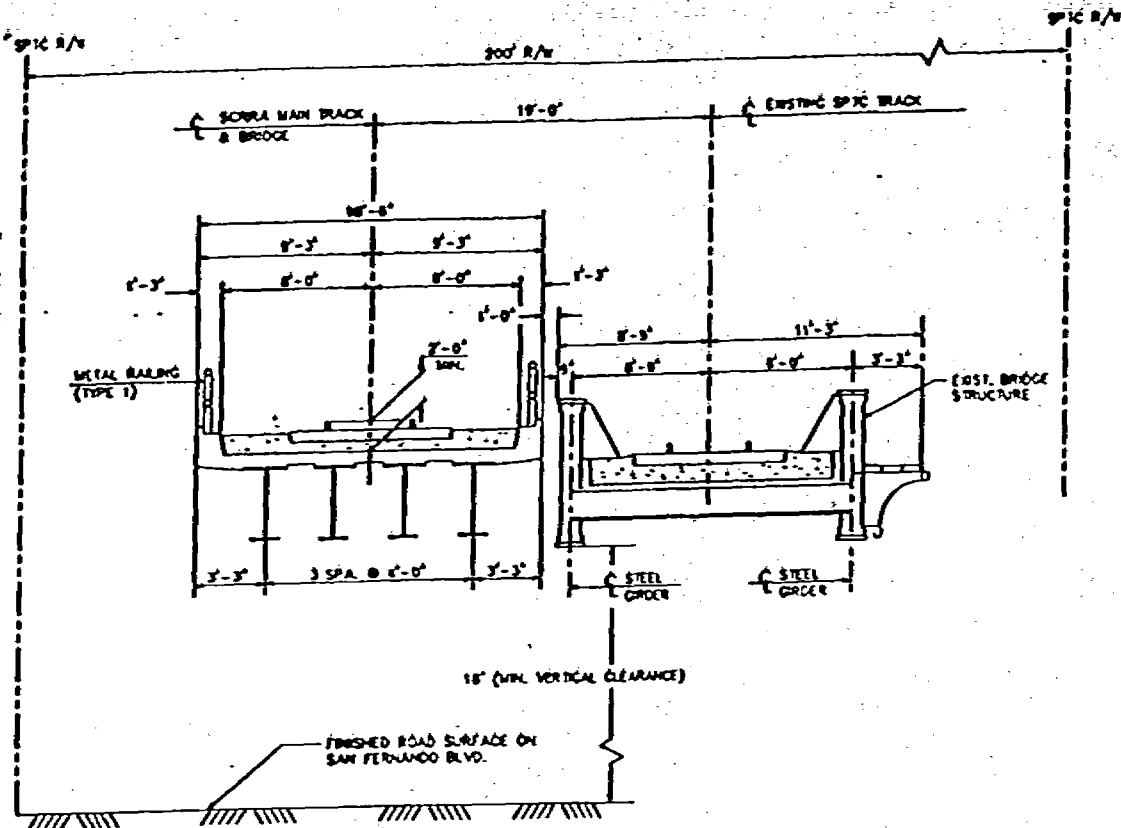
**PROPOSED  
 INSTALLATION OF ADDITIONAL TRACK  
 AT BURBANK STATION PED XING  
 CPUC CROSSING NO. E-460.6-D  
 CITY OF BURBANK**



HOLLYWOOD WAY UNDERPASS NOTE - CPUC NO. E-460.8-B

- 1. PROPOSED COMMUTER RAIL MARK TRACK TO BE CONSTRUCTED ON EXISTING EMPTY BAY OF RAILROAD BRIDGE STRUCTURE OVER HOLLYWOOD WAY.


	<p>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</p>	<p><b>PROPOSED INSTALLATION OF ADDITIONAL TRACK ON EXISTING RAILROAD BRIDGE STRUCTURE AT HOLLYWOOD WAY UNDERPASS</b>  <b>CPUC CROSSING NO. E-460.8-B</b>  <b>CITY OF LOS ANGELES</b></p>
<p>WILLDAN ASSOCIATES ENGINEERS AND PLANNERS</p>	<p>Frederic R. Mayo, Inc.</p>	



**TYPICAL CROSS SECTION  
THROUGH BRIDGE STRUCTURES**  
NOT TO SCALE

**SAN FERNANDO BLVD. UNDERPASS - CPUC CROSSING NO. B-470.5-B**

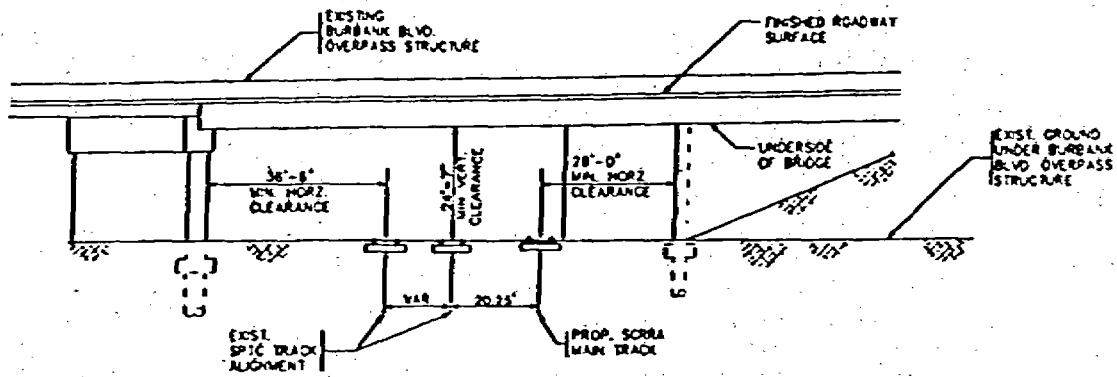
1. PROPOSED COMMUTER RAIL TRACK ON NEW STEEL GIRDER/CONCRETE DECK BRIDGE STRUCTURE TO BE CONSTRUCTED OVER SAN FERNANDO BLVD. PARALLEL TO EXISTING SPIC RAILROAD BRIDGE STRUCTURE.

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

 **WILLDAN ASSOCIATES**  
ENGINEERS AND PLANNERS

 **HARRIS**  
Frederick R. Harris, Inc.

**PROPOSED GRADE SEPARATION  
FOR COMMUTER RAIL TRACK  
AT SAN FERNANDO BLVD. UNDERPASS  
CPUC CROSSING NO. B-470.5-B  
CITY OF BURBANK**



**SECTION THROUGH BRIDGE**  
NOT TO SCALE

	<p><b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b></p>
<p><b>WILLDAN ASSOCIATES</b> ENGINEERS AND PLANNERS</p>	<p><b>HARRIS</b> Frederick R. Harris, Inc.</p>

**PROPOSED INSTALLATION OF ADDITIONAL TRACK UNDER  
EXISTING ROADWAY OVERPASS BRIDGE STRUCTURE  
AT BURBANK BLVD.  
CPUC CROSSING NO. B-471.5-A  
CITY OF BURBANK**