

S/RRT/lc

Decision 92 04 072 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 the  
construction of an additional  
track at grade across Temple  
Avenue, PUC number B-497.1, in the  
City of Industry, Los Angeles  
County.

Application 91-11-058  
(Filed November 23, 1991,  
Amended February 7, 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 add a track at the existing grade crossing of Temple Avenue in the City of Industry, Los Angeles County.

Temple Avenue crosses SCRRA and Southern Pacific Transportation Company's (SPT) Yuma main line adjacent rights-of-way at grade. The additional track for the SCRRA Los Angeles - San Bernardino line would enter the adjacent rights-of-way in El Monte from the southwest, parallel the SPT line for 2.7 miles, then turn to the northeast in the Bassett district of City of Industry. Temple Avenue is 2/10ths mile east of the east abutment of the San Gabriel Flyover, a proposed SCRRA-SPT railroad-railroad grade separation.

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.

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 CEQA under PR Code § 21080(b)(11). 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 site of the proposed project has been inspected by the Commission's Safety Division staff - Traffic Engineering Section. Staff examined the need for and the safety of the altered grade crossing, and recommends that the alteration 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.

An amendment filed February 7, 1992, corrected language regarding SPT and SCRRA maintenance responsibilities for track, crossing surfaces, and protective devices at the crossing.

Findings of Fact

1. Notice of the application was published in the Commission's daily calendar on December 12, 1991. Notice of the amendment was published in the calendar February 19, 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 and to perform other alterations as may be required, on the adjacent SCRRA-SPT rights-of-way at the Temple Avenue grade crossing in the City of Industry, 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 across Temple Avenue 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 crossing 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.

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 add a track and improve the Temple Avenue grade crossing across Southern Pacific Transportation Company's (SPT) Yuma main line and SCRRA's East line adjacent rights-of-way, in City of Industry, 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 B-497.1.

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

4. Maintenance of the crossing 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 raised medians, controlled by constant warning time train detection devices.

7. SPT and LACTC will each maintain the automatic crossing protection on the approaches to their respective tracks at the crossing.

8. Construction cost of the additional track shall be borne by LACTC in accordance with an agreement with SPT. LACTC, City of Industry, and SPT will share maintenance costs of the 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 Industry. Should the parties fail to agree, the Commission will apportion costs by further order, pursuant to PU Code § 1202.2.

9. A copy of the signal maintenance agreement shall be filed with the Safety Division staff.

10. 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.

11. 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.

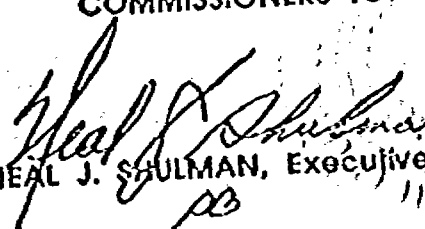
12. The application is granted as set forth above.

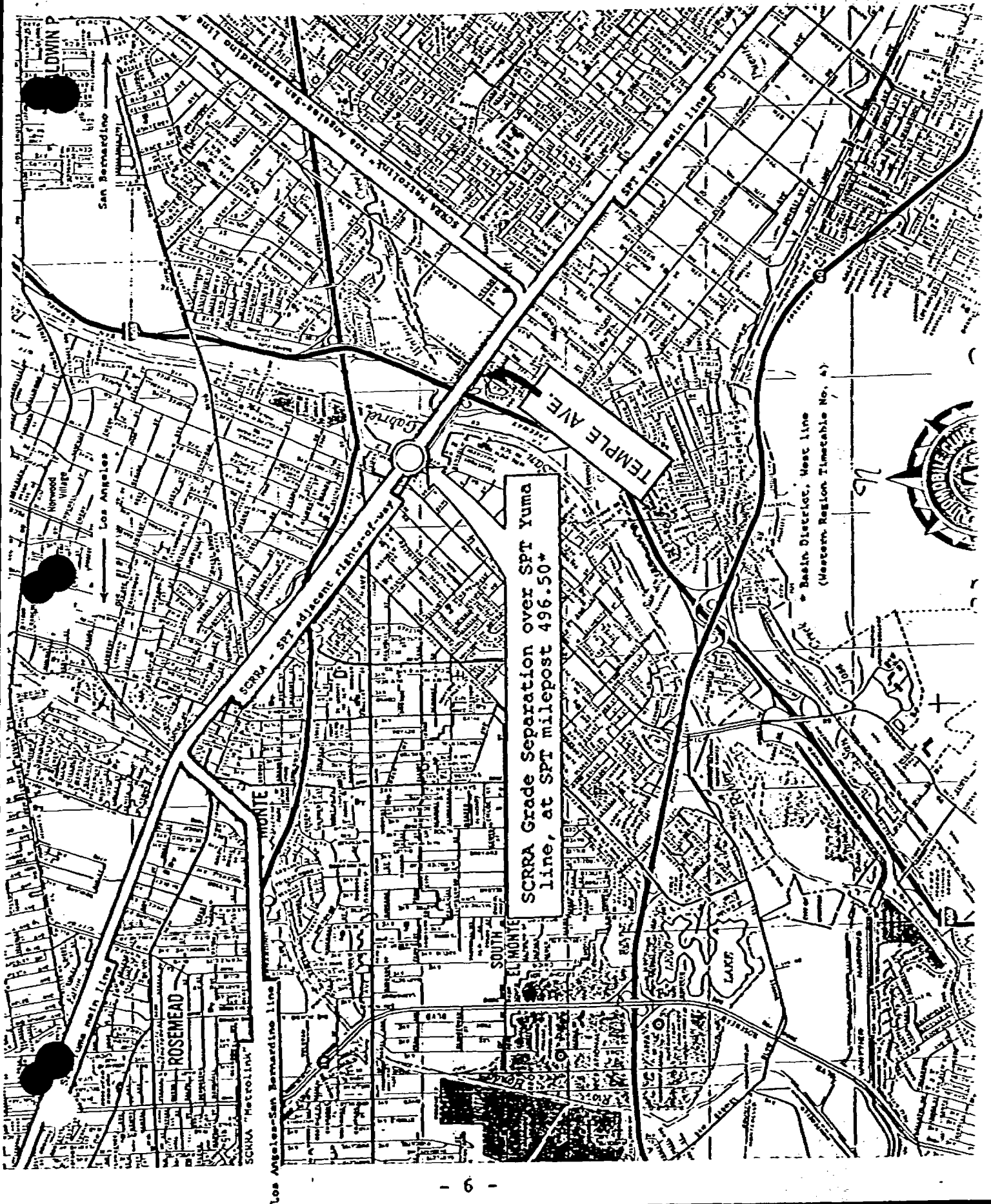
This order becomes effective 30 days from today.

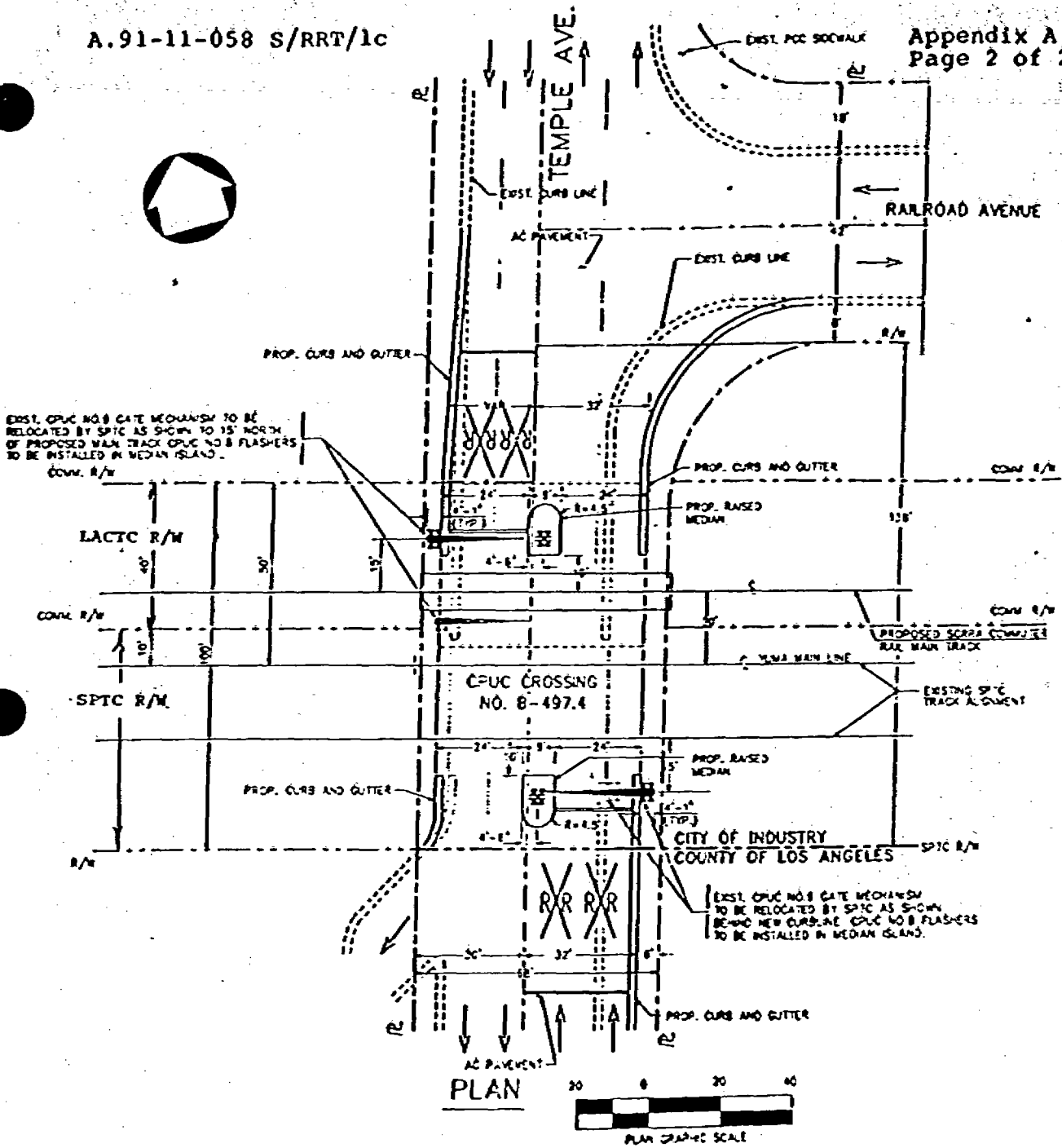
Dated APR 22 1992 at San Francisco, California.


DANIEL Wm. FESSLER  
President  
JOHN B. 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





 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

 WILLDAN ASSOCIATES  
ENGINEERS AND PLANNERS

 **ENGINEERS**  
Frederick R. Harris, Inc.

**PROPOSED GRADE CROSSING IMPROVEMENT  
AND INSTALLATION OF ADDITIONAL TRACK  
AT TEMPLE AVE. CPUC CROSSING NO. B-497.1  
CITY OF INDUSTRY, LOS ANGELES COUNTY**