

S/RRT/1c

Decision 92-11-013 November 6, 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 a grade crossing to)
be used as a commute passenger)
station entrance across track of)
former Southern Pacific)
Transportation Company Baldwin Park)
Branch at MP 513.07 and the closure)
of Pine Street grade crossing PUC)
No. BBO-513.20, in Pomona, Los)
Angeles County)

ORIGINAL

Application 92-08-017
(Filed August 12, 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 close a grade crossing into an intercity passenger railroad station and open a new grade crossing 0.13 mile west to access a new commuter rail station, in Pomona, Los Angeles County.

Pine Street terminates as a grade crossing into the Amtrak station in North Pomona. Amtrak's *Southwest Chief* stops at this station twice a day. After closure of this crossing all access to the Amtrak station will be from Geary Avenue. The new grade crossing 0.13 mile west will access the "Metrolink" commuter rail station from Santa Fe Street. Both crossings are over the former Southern Pacific Transportation Company (SPT) Baldwin Park branch line, 160 feet south of The Atchison, Topeka and Santa Fe Railway Company (AT&SF) track used by the *Southwest Chief* and AT&SF freight trains. The Metrolink commuter trains will operate over the former SPT branch in this area, which has been purchased and extensively reconstructed by SCRRA.

SCRRA is the five-county joint powers authority created under Public Utilities (PU) Code Section 130255. By 1993 SCRRA

Metrolink 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. 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 Sections 130450 - 130455.

SCRRA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Section 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 Section 21080(b)(11).

The site of the proposed crossing closure and new crossing has been inspected by the Commission's Safety Division staff - Traffic Engineering Section. Staff examined the need for and the safety of the new crossing and recommends that the application be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rule 38 which relates to the construction of public highways across railroads. Location and drawing detail from the application for the new crossing is shown in Appendix A.

Findings of Fact

1. Notice of the application was published in the Commission's daily calendar on August 18, 1992. No protests have been received. A public hearing is not necessary.

2. LACTC, acting on behalf of SCRRA, requests authority under PU Code Sections 1201-1205 to construct a new grade crossing (Pomona Station Entrance Roadway) into a commuter rail station in Pomona,

Los Angeles County.

3. The existing Pine Street grade crossing 0.13 mile east will be closed as part of this project.

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

5. The crossing to be closed and the new crossing are over the former SPT Baldwin Park branch line.

6. SCRRA and LACTC have purchased and reconstructed the former SPT right-of-way for use by the Metrolink commuter service.

7. Construction of the new crossing is an essential element for the operation of commuter trains between Los Angeles and San Bernardino and the Metrolink station in Pomona.

8. Public convenience and necessity require construction of the new crossing.

9. Public safety requires that the new Pomona Station Entrance Roadway Crossing be protected by two Standard No. 9 automatic gate-type signals (General Order (GO) 75-C) and that the existing Pine Street Crossing be closed and physically removed upon conclusion of the project.

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

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

ORDER

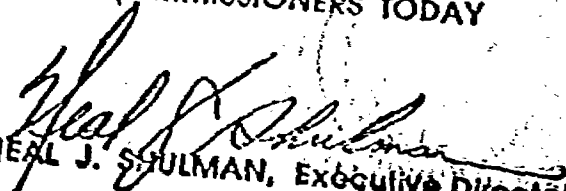
IT IS ORDERED that:

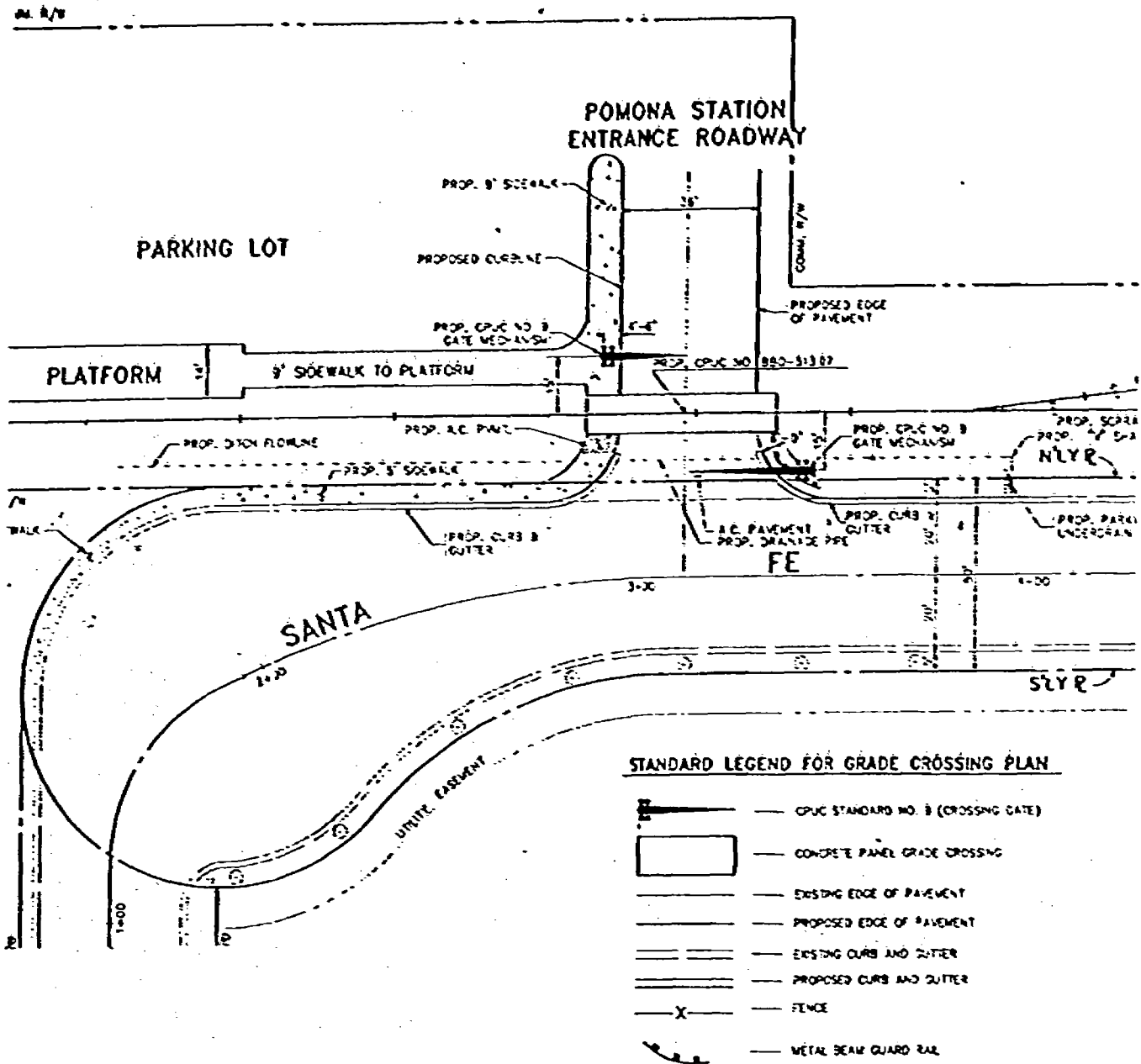
1. Los Angeles County Transportation Commission (LACTC), acting on behalf of Southern California Regional Rail Authority (SCRRA), is authorized to construct a new grade crossing, Pomona Station Roadway Entrance, connecting Santa Fe Street and a SCRRA Metrolink station, across the track of the Metrolink Los Angeles - San Bernardino commuter rail line in Pomona, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order. The new crossing will be identified as Crossing No. BBO-513.07.
2. The existing Pine Street Crossing No. BBO-513.20 shall be closed and physically removed upon completion of the Pomona Station Entrance Roadway Crossing.
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 GO 72-B.
5. Maintenance of the crossings shall conform to GO 72-B.
6. Protection at the Pomona Station Entrance Roadway Crossing shall be two Standard No. 9 automatic gate-type signals (GO 75-C).
7. Construction and maintenance of the automatic crossing protection, crossing surface and track, and facilities at the station entrance will be borne by LACTC in accordance with an agreement with SPT.
8. 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.
9. 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.

10. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated NOV 06 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
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**PROPOSED GRADE CROSSING
FOR POMONA STATION ENTRANCE
PROPOSED CPUC NO. BBO-513.07
CITY OF POMONA**

End of Appendix A