

Decision 98-10-015 October 8, 1998

**ORIGINAL**

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

In the Matter of the Application of : )  
 ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY )  
 (ACTA), for an order authorizing the construction of the Alameda )  
 Corridor's Redondo Junction Grade Separation project which consists )  
 of the following new crossings and modifications to existing crossings: )  
 1) Railroad over railroad - New Southern California Regional Rail )  
 Authority (SCRRA) tracks, on an aerial structure, over ACTA and )  
 Union Pacific (UP) main tracks. 2) Railroad over highway - New )  
 SCRRA tracks, on an aerial structure, over Washington Boulevard. )  
 3) Railroad over railroad - New SCRRA tracks, on an aerial )  
 structure over Burlington Northern Santa Fe (BNSF) new/relocated )  
 tracks. 4) Railroad over highway - Existing Soto Street crossing )  
 modified/widened to accommodate BNSF and SCRRA tracks, thus )  
 replacing existing bridge with new bridges. All these crossings are in )  
 the City of Los Angeles, County of Los Angeles, California. )

Application 98-04-047  
(Filed April 23, 1998)

**OPINION**

The Alameda Corridor Transportation Authority (ACTA) requests authority to construct a railroad-railroad grade separation for the tracks of the Southern California Regional Rail Authority (SCRRA) to pass over the tracks of ACTA, the Union Pacific Railroad Company (UP), and The Burlington Northern Santa Fe Railway Company (BNSF). The structure will also go over Washington Boulevard, and the Soto Street Separation will be altered and reconstructed, all within the City of Los Angeles, Los Angeles County, as set forth in Appendix "A" and as more fully described and indicated by text and plans attached to the application.

The new Redondo Junction Structure will serve the public need by allowing the construction and operation of the Alameda Corridor, a regional project of national significance designed to improve railroad access to the Ports of Los Angeles and Long Beach. The proposed separation structure will allow trains to proceed without delay as is a common occurrence currently, when two approaching trains are in the proximity of the junction and one of the trains is forced to come to a complete halt and not continue to its

destination until such a time as a safety clearance to proceed is given. The existing Redondo Junction, where many railroads converge, is located adjacent to the Los Angeles River, in the vicinity of downtown Los Angeles.

ACTA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et. seq. On June 27, 1997, the State of California Clearinghouse advised ACTA, that it had complied with State Clearinghouse review requirements for "draft environmental documents, pursuant to the California Environmental Quality Act (CEQA)." The United States Department of Transportation issued a Record of Decision approving Alameda Corridor Project. ACTA had previously prepared an Environmental Impact Report (EIR) on January 1993, and an Environmental Impact Statement (EIS) in February 1996.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered ACTA's environmental documentation. The site of the project has been inspected by the Commission's Rail Safety and Carrier Division - Rail Crossing Engineering Section staff. Staff examined the need for and the safety of the Redondo Junction Separation Structure, and recommends that the construction project be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rules 39, 40 and 41 of the Rules of Practice and Procedure. A location map and details from the project plans are shown in Appendix A.

In Resolution ALJ-176-2988 dated March 12, 1998, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. The Commission's Rail Safety and Carriers Division recommends that this application be granted. Given these developments, public hearing is not necessary, and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-2988.

#### Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on April 30, 1998. No protests have been received. A public hearing is not necessary.

2. ACTA requests authority, under Public Utilities Code Sections 1201-1205, to construct the Redondo Junction Structure, a railroad-railroad grade separation structure over the SCRRA, UP, and BNSF tracks, and to alter and reconstruct the railroad grade separation structure over Soto Street, in Los Angeles, Los Angeles County, as set forth in Appendix "A."

3. Public convenience, necessity, and safety require construction of the Redondo Junction Structure and the Soto Street Grade Separation, as set forth in Appendix "A".

4. ACTA is the lead agency for this project under CEQA as amended.

5. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR, EIS, and U.S. Department of Transportation Record of Decision.

#### Conclusion of Law

The application should be granted as set forth in the following order.

### ORDER

#### **IT IS ORDERED that:**

1. Alameda Corridor Transportation Authority (ACTA) is authorized to construct the Redondo Junction Structure, a railroad-railroad grade separation, on which the tracks of the Southern California Regional Rail Authority (SCRRA) will travel over the joint tracks of ACTA, Union Pacific Railroad Company (UP), and The Burlington Northern Santa Fe Railway Company (BNSF). The structure will also span Washington Boulevard and in connection therewith, the existing Soto Street grade separation will be removed and a new structure will replace it. The entire project is in Los Angeles, Los Angeles County, as more fully described in the application and as set forth in Appendix "A."

2. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

3. Construction and maintenance costs shall be borne in accordance with an agreement entered into between parties. A copy of the agreement shall be filed by ACTA with the Commission's Rail Safety and Carrier Division prior to commencing construction.

4. Within 30 days after completion of the work under this order, ACTA shall notify the Commission in writing that the authorized work was completed.

5. 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.

6. The application is granted as set forth above.

7. Application 98-04-047 is closed.

This order is effective 30 days from today.

Dated October 8, 1998, at Laguna Hills, California.

RICHARD A. BILAS

President

P. GREGORY CONLON

JESSIE J. KNIGHT, JR

HENRY M. DUQUE

JOSIAH L. NEEPER

Commissioners

**APPENDIX "A"**

As part of the project to construct the Alameda Corridor, the Alameda Corridor Transportation Authority (ACTA) proposes to construct the Redondo Junction Grade Separation, which consists of the four items listed below and which are more fully described by plans attached to the application and more particularly as set forth below:

**1) Railroad over Railroad**

New Southern California Regional Rail Authority (SCRRA) tracks on aerial structure, over ACTA and Union Pacific Railroad Company (UP) main tracks.

SCRRA over Union Pacific (UP):	SCRRA MP	143.15
	UP MP	0.05
	ACTA MP	0.10

**2) Railroad over Highway (Washington Blvd.)**

New SCRRA tracks on aerial structure, over Washington Blvd.

SCRRA over Washington Blvd.:	SCRRA MP	143.22
	CPUC MP	1010C-143.22-B

**3) Railroad over Railroad**

New SCRRA tracks on aerial structure, over Burlington Northern Santa Fe (BNSF) new/relocated tracks.

SCRRA over BNSF tracks:	SCRRA MP	143.40
	CPUC MP	143.56

**4) Railroad over Highway (Soto St.)**

Existing Soto Street Crossing modified/widened to accommodate BNSF and SCRRA tracks, (replacing existing bridge with new structures).

SCRRA over Soto St.:	SCRRA MP	143.49
	CPUC	101OC-143.49-B
BNSF over Soto St.:	BNSF MP	143.60
	CPUC	2-143.60-B

Note: Reconstructed BNSF bridge same location and same CPUC number as existing bridge.

End of Project - East End SCRRA - 143.77 equals BNSF MP 143.90

The entire project is within the City of Los Angeles.



