

RS&C/RRT/sn

Decision 99-06-014 June 3, 1999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 Alameda Corridor Transportation Authority )  
 for an order authorizing the construction )  
 of a two-track grade separation above a )  
 reconstructed intersection of Henry Ford )  
 Avenue with the on- and off-ramps of State )  
 Route 47 Freeway and above a Union Pacific )  
 (UP) connecting track; authorizing the recon- )  
 struction of the said intersection across a UP )  
 track and ACTA track number 3; authorizing the )  
 relocation of the west Basin Lead track )  
 across reconstructed and widened Henry Ford )  
 Avenue; and authorizing the construction of a )  
 Transferred Yard Connecting Track across Henry )  
 Ford Avenue, in the City of Los Angeles, )  
California. )

Application 99-02-013  
(Filed February 8, 1999)

OPINION

Alameda Corridor Transportation Authority (ACTA) requests authority: (1) to construct a two-track grade separation above the reconstructed intersection of Henry Ford Avenue with the on- and off-ramps of State Route (SR) 47 Freeway and above a Union Pacific Railroad Company's (UP) connecting track; (2) to reconstruct the intersection at-grade across a UP track and ACTA track number 3; (3) to relocate the West Basin Lead Track across reconstructed and widened Henry Ford Avenue; and (4) to construct a Transfer Yard Connecting track across Henry Ford Avenue. ACTA also request authorization for the abandonment of three existing at-grade crossings at the Henry Ford Avenue – SR 47 ramp intersection across the tracks of UP's San Pedro Branch Line, in the City of Los Angeles, Los Angeles County, as set forth in Appendices "A", "B" and "C" and as more fully described and indicated by text and plans attached to the application.

ACTA was created in 1989 as a Joint Power Organization as a result of studies and planning activities that showed the need for a consolidated railroad link between the Ports of Los Angeles and Long Beach (Ports) and the regional and national railroad systems. Construction of a twenty mile, two track railroad link is planned upon former Southern Pacific Transportation Company San Pedro Branch right-of-way that ACTA has acquired.

The fundamental purpose of the Alameda Corridor project is to provide an improved goods movement without the adverse consequences of increased future freight rail traffic while at the same time sustaining economic growth. In addition to facilitating access to the Ports and accommodating the Ports' growth, the planned corridor will reduce highway congestion, air pollution and noise which is most beneficial in residential areas. It will also reduce delays at the existing at-grade railroad crossings and will provide enhanced safety. Through train operations over ninety miles of existing trackage will be consolidated into the new corridor which will be entirely grade-separated and will greatly reduce present vehicular delays along existing San Pedro Branch Line Corridor.

The entire Alameda Corridor Program has forty railroad-highway crossings along its three major sections:

1. The North End, consists of several segments and ten public crossings. The Redondo Junction Grade Separation is one of these segments and extends from a point south of Olympic Boulevard along the west bank of the Los Angeles River, then continues southeasterly to the intersection of The Burlington Northern Santa Fe Railway Company (BNSF) right-of-way, east of Soto Street. PUC authority for construction of the Redondo Junction Grade Separation was requested in Application (A.)98-04-047, filed April 23, 1998.

By Decision (D.) 98-10-015, dated October 8, 1998, the Commission granted authority to construct the 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 BNSF. The structure when completed will also go over Washington Boulevard; and the Soto Street Separation will be altered and reconstructed.

Another segment consists of the connection of the railroad tracks from the Ports to the BNSF San Bernardino Subdivision and to the Union Pacific Railroad Company (UP) tracks. Authority for the construction of these connecting track was sought by A.99-01-027, filed January 22, 1999.

2. The Mid-Corridor along Alameda Street between Santa Fe Avenue in Los Angeles and State Highway 91 in Compton will be a ten-mile, thirty-three foot deep, fifty-foot wide, depressed double-track railroad with twenty-nine road crossings and three railroad crossings above and across the depressed railroad. Included in this Mid-Corridor will be a 5.6 mile, at-grade UP By-Pass track parallel to the depressed railroad along the east side of the ACTA right-of-way. This at-grade connection has 17 grade crossings, two grade separations, and one separated railroad crossing, between the existing tracks at the State Highway 91 overpass and the track's connection to the UP Santa Ana Branch, north of Firestone Boulevard. Authority for construction of this by-pass track is sought in A.98-11-010, filed November 2, 1998. The Mid-Corridor extends from Los Angeles through the Cities of Los Angeles, Vernon, Huntington Park, South Gate, Lynwood, Compton, and a portion of the unincorporated area of County of Los Angeles.
3. The South End Corridor trackage extends at-grade along Alameda Street through unincorporated County of Los Angeles, City of Carson, and City of Los Angeles to the Ports and serves Dolores Yard, the Intermodal Container Facility (ICF) and various industries en route. Planning is ongoing to grade separate existing grade crossings that will result in the filing of subsequent applications to the Commission.

This application is a part of the South End Corridor and concerns the construction of (1) a two-track grade separation above the reconstructed intersection of Henry Ford Avenue

with the on- and off-ramps of SR 47 Freeway and above a UP connecting track; (2) the reconstruction of the said intersection at-grade across a UP and ACTA track No. 3; (3) the relocation of the West Basin Lead Track across the reconstructed and widened Henry Ford Avenue; and (4) the construction of the Transfer Yard Connecting track across Henry Ford Avenue. Three existing at-grade crossings at the Henry Ford Avenue – SR 47 ramp intersection across the tracks of UP's San Pedro Branch Line will be abandoned as part of the reconstruction

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 Crossings Engineering Section staff. Staff examined the need for and the safety of the proposed grade separations and related railroad construction and recommends that the application be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rules 38, 39 and 40 of the Rules of Practice and Procedure which relates to the construction and widening of public highway crossings and separations over a railroad. A site map of the grade crossing and separations is as shown on plans attached to the application and Appendices A through C.

In Resolution ALJ 176-3010, dated February 18, 1999 and published on the Commission Daily Calendar on February 23, 1999, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. 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 176-3010.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Public Utilities Code Section 311 (g) (2), the otherwise applicable 30-day period for public review and comment is being waived.

#### Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on February 16, 1999. No protests have been received. A public hearing is not necessary.

2. ACTA requests authority, under Public Utilities Code Sections 1201-1205, (1) to construct a two-track grade separation above the reconstructed intersection of Henry Ford Avenue with the on- and off-ramps of SR 47 Freeway and above a Union Pacific Railroad Company's (UP) connecting track; (2) to reconstruct the said intersection at-grade across a UP track and ACTA track number 3; (3) to relocate the West Basin Lead Track across reconstructed and widened Henry Ford Avenue; and (4) to construct a Transfer Yard Connecting track across Henry Ford Avenue. ACTA also request authority to abandon three existing at-grade crossings at the Henry Ford Avenue – SR 47 ramp intersection across the tracks of UP's San Pedro Branch Line, in the City of Los Angeles, County of Los Angeles, as set forth in Appendices A through C, and as more fully described and indicated by text and plans attached to the application.

3. The Alameda Corridor and related rail projects are required to provide improved goods movement, to accommodate the Ports of Long Beach and Los Angeles growth, reduce highway congestion, reduce air pollution and noise, which will benefit adjacent residential and industrial areas.

4. Public convenience and necessity require relocation of the grade crossings and construction of the by-pass track, in connection with the Alameda Corridor project, as set forth in Appendices A, B, C, and as more fully described in the application.

5. Public safety requires that all crossings that are not grade separated be protected by automatic warning devices as set forth in Appendix C attached to this order.

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

7. 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 (1) to construct a two-track grade separation above the reconstructed intersection of Henry Ford Avenue with the on- and off-ramps of State Route (SR) 47 Freeway and above a Union Pacific Railroad Company's (UP) connecting track; (2) to reconstruct the said intersection at-grade across a UP track and ACTA track number 3; (3) to relocate the West Basin Lead Track across reconstructed and widened Henry Ford Avenue; and (4) to construct a Transfer Yard Connecting track across Henry Ford Avenue. ACTA is also authorized to abandon three existing at-grade crossings at the Henry Ford Avenue – SR 47 ramp intersection across the tracks of UP's San Pedro Branch Line, in the City of Los Angeles, Los Angeles County, as more fully described in the application and as set forth in Appendices A, B, and C.

2. Construction and maintenance of the crossings shall be in accordance with the provisions of General Order (GO) 72-B.

3. Crossing warning devices shall be in accordance with the provisions of GO 75-C, and as set forth in Appendices A and C and as more fully described by text and plans in the application.

4. Clearances shall be in accordance with 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.

5. 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 Carriers Division prior to commencing construction.

6. Upon reconstruction of the Henry Ford Avenue Crossings, three existing at-grade crossings at the Henry Ford Avenue – SR 47 ramp intersection, shall be permanently closed and vacated, as set forth in Appendices A, B, and C and as more fully described by text and plans in the application.

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

8. 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.

The application is granted as set forth above.

Application 99-02-013 is closed.

This order is effective today.

Dated June 3, 1999, at San Francisco, California.

RICHARD A. BILAS

President

HENRY M. DUQUE

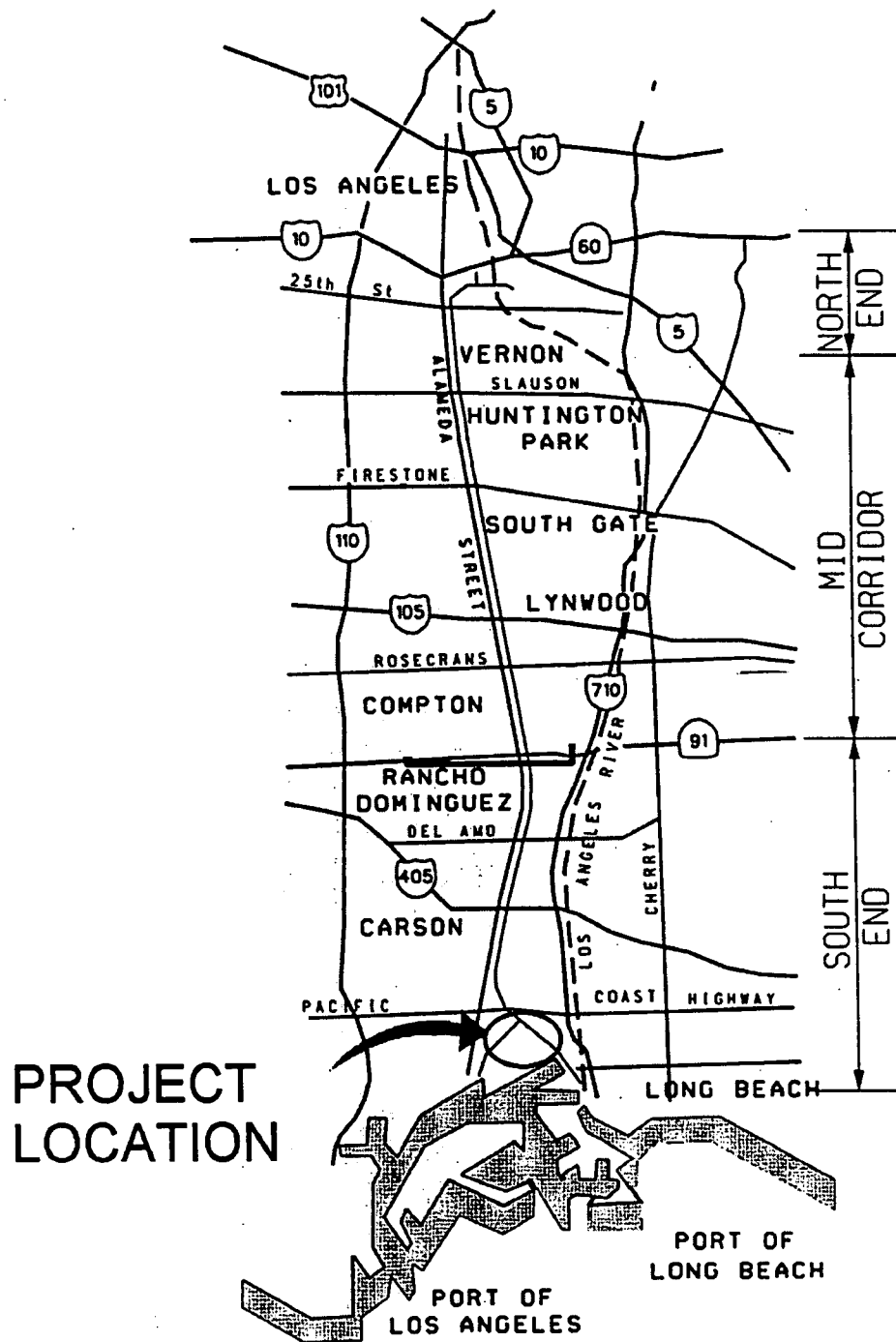
JOSIAH L. NEEPER

LORETTA M. LYNCH

TAL C. FINNEY

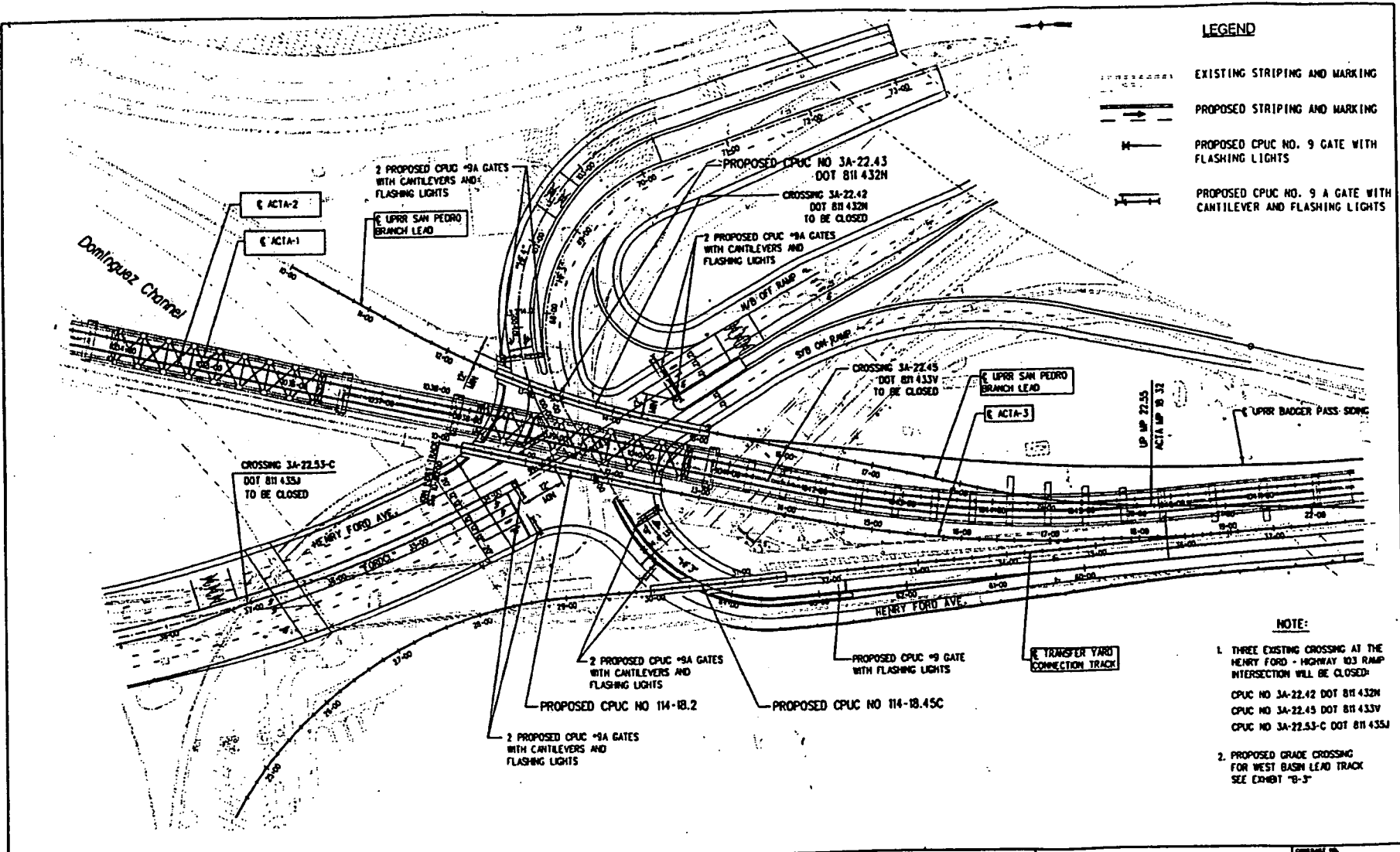
Commissioners

**APPENDIX A**



**ALAMEDA CORRIDOR PROGRAM**





- LEGEND**
- EXISTING STRIPING AND MARKING
  - PROPOSED STRIPING AND MARKING
  - PROPOSED CPUC NO. 9 GATE WITH FLASHING LIGHTS
  - PROPOSED CPUC NO. 9 GATE WITH CANTILEVER AND FLASHING LIGHTS

- NOTE:**
1. THREE EXISTING CROSSING AT THE HENRY FORD - HIGHWAY 103 RAMP INTERSECTION WILL BE CLOSED:  
 CPUC NO 3A-22.42 DOT 811 432N  
 CPUC NO 3A-22.45 DOT 811 433V  
 CPUC NO 3A-22.53-C DOT 811 435J
  2. PROPOSED GRADE CROSSING FOR WEST BASIN LEAD TRACK SEE EXHIBIT "B-3"

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
 DRAWN BY  
 CHECKED BY  
 IN CHARGE  
 DATE

NOT APPLICABLE

**ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY**

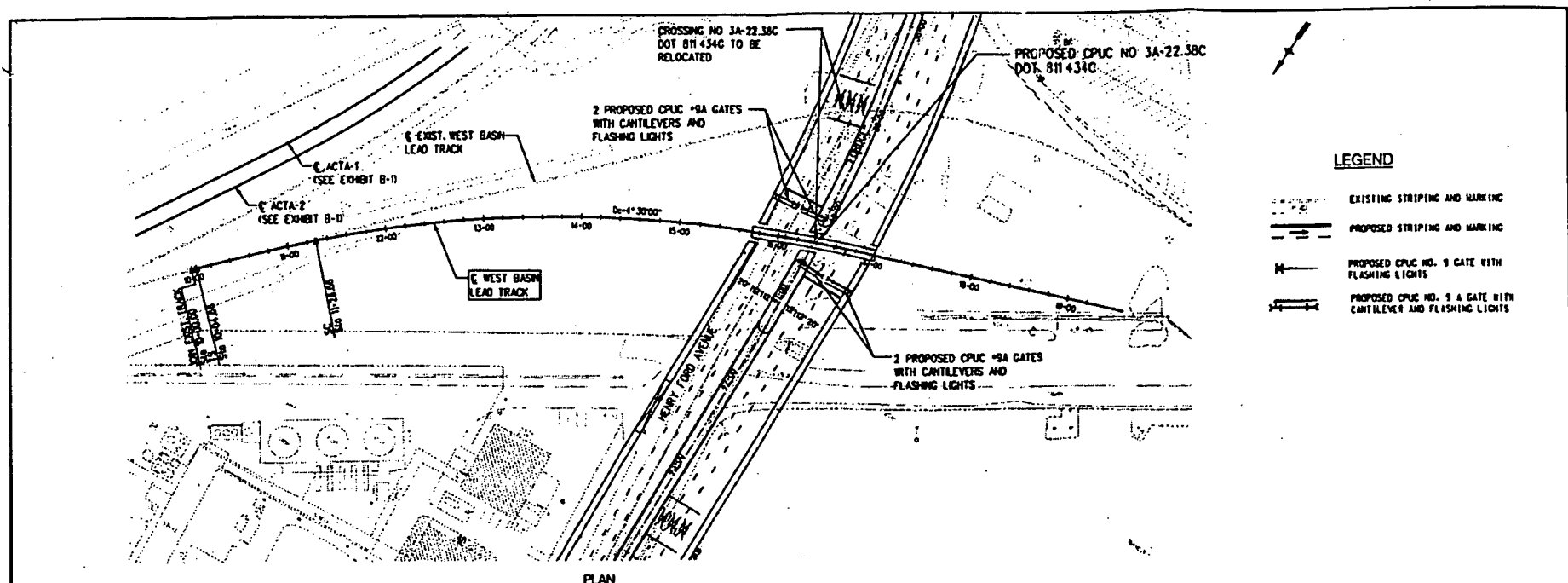
Alameda Corridor Expressway Trust

CONTRACT NO. \_\_\_\_\_

SHEET NO. \_\_\_\_\_

**PROPOSED RECONSTRUCTION**  
 HENRY FORD AVE - HWY 47 RAMPS  
 THREE PROPOSED  
 GRADE CROSSINGS  
 CITY OF LOS ANGELES

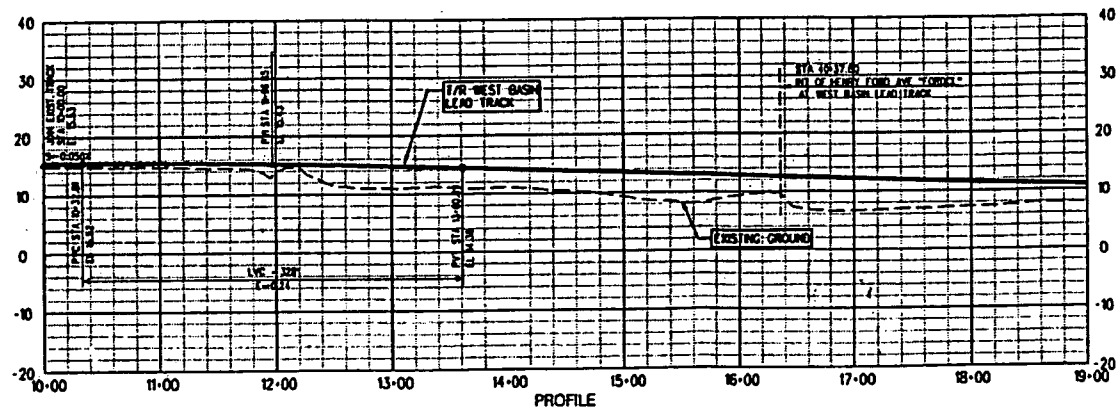
CONTRACT NO.	
SHEET NO.	1 OF 2
SCALE	HORIZ 1"=100'
DATE	



**LEGEND**

- EXISTING STRIPING AND MARKING
- PROPOSED STRIPING AND MARKING
- PROPOSED CPUC NO. 9 GATE WITH FLASHING LIGHTS
- PROPOSED CPUC NO. 9A GATE WITH CANTILEVER AND FLASHING LIGHTS

PLAN



PROFILE

ALL DIMENSIONS ARE IN FEET (11) UNLESS OTHERWISE NOTED

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">REV</td> <td style="width: 10%;">DATE</td> <td style="width: 5%;">BY</td> <td style="width: 5%;">CHK</td> <td style="width: 15%;">APP</td> <td style="width: 40%;">DESCRIPTION</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		REV	DATE	BY	CHK	APP	DESCRIPTION							DESIGNED BY D. L. STEELEY DATE 7. SHEYMAIR	NOT APPLICABLE	ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY ALAMEDA CORRIDOR ESTABLISHMENT TRUST	PROPOSED GRADE CROSSING WEST BASIN LEAD TRACK HENRY FORD AVENUE PROP CPUC NO 3A-22.38C CITY OF LOS ANGELES	CONTRACT NO. SHEET NO. 1 OF 1 SCALE HORIZ 1"=100' VERT 1"=20' SHEET NO.
		REV	DATE	BY	CHK	APP	DESCRIPTION											
CHECKED BY DATE DRAWN BY DATE APPR'D BY DATE		ALAMEDA CORRIDOR ESTABLISHMENT TRUST 1500 CALIFORNIA STREET, SUITE 200 OAKLAND, CALIFORNIA 94612 (415) 774-2000		SHEET NO.														



APPENDIX C

The grade crossings shall be protected by automatic gate-type signals and electronic devices to provide constant warning time for gate operation in accordance with General Order (GO) 75-C at the crossings, regardless of train speed, as set forth below:

	<u>Name of Street</u>	<u>Proposed Warning devices</u>	
1.	Henry Ford Avenue 3A - 22.43 114 - 18.2	Southbound lanes of Henry Ford Avenue Westbound of the H-4 ramp of SR-47 Freeway Northbound Off-Ramp - 47 Freeway Northbound lanes of Henry Ford Avenue	2 No. 9-A 2 No. 9-A 2 No. 9-A 1 No. 9-A
2.	Henry Ford Avenue 114 - 18.45-C	Southbound vehicle lanes Northbound vehicle lanes	1 No. 9-A 1 No. 9
3.	Henry Ford Avenue 3A - 22.38-C	Northbound vehicle lanes Southbound vehicle lanes	2 No. 9-A 2 No. 9-A
4.	Henry Ford Avenue 3A - 22.42	Closed	
5.	Henry Ford Avenue 3A - 22.45	Closed	
6.	Henry Ford Avenue 3A - 22.53-C	Closed	
7.	Henry Ford Avenue 3A - 22.38-C	Northbound vehicle lanes Southbound vehicle lanes	2 No. 9-A 2 No. 9-A

Note: Maintenance and construction of the crossings shall conform to General Order 72-B.