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## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
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June 3, 2010

File Number: G.10-04-007  
84L-3.04; 84L-3.01C; 84L-3.07C; 84L-3.18  
City of Los Angeles, Los Angeles County

Eric R. Olson, P.E.  
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**Re: General Order 88-B Request for Authority to Alter the 20<sup>th</sup> Street (CPUC No. 84L-3.18) and Washington Boulevard Highway-Rail At-Grade Crossings (CPUC Nos. 84L-3.01C, 84L-3.04 & 84L-3.07C) of the Los Angeles County Metropolitan Transportation Authority's Blue Line tracks, in City of Los Angeles, Los Angeles County.**

Dear Mr. Olson:

This refers to your letter, dated April 15, 2010, received April 19, 2010, requesting authorization, pursuant to Commission General Order (GO) 88-B, to alter the 20th Street at-grade crossing and the Washington Boulevard at-grade crossing of the Los Angeles County Metropolitan Transportation Authority's (Metro) Blue Line tracks in City of Los Angeles (City), Los Angeles County.

Metro plans on expanding its existing Blue Line Light Rail Vehicle Storage Yard, located on the northwest corner of the intersection of Washington Blvd and Long Beach Avenue East, from its current 1 – track configuration to accommodate 4 storage tracks. This project will require the alteration of the existing 2 tracks that connect the yard to the Blue Line main tracks at Washington Blvd, and reconstruction of a third track at the 20<sup>th</sup> Street crossing.

The crossings, identified by their respective CPUC Crossing Numbers, are listed below.

CPUC Crossing No.	Street Name	Proposed Action
84L – 3.18	20 <sup>th</sup> Street	Reconstruct 3 <sup>rd</sup> track
84L – 3.04	Washington Blvd	No change to Blue Line Main Tracks
84L – 3.01C	Washington Blvd	Reconstruct & realign track
84L – 3.07C	Washington Blvd	Reconstruct & realign track

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of:

Crossing 84L-3.18, (20<sup>th</sup> Street): Metro proposes to reconstruct the former Union Pacific Railroad (UPRR) track (currently disconnected) and extend it both south and north of the crossing. This track will be extended south of the crossing without any overhead electric power and used to park maintenance of way equipment. Metro proposes no changes to the existing crossing warning devices or the traffic signals at the crossing.

Crossing 84L-3.01C, (Washington Blvd.): Metro proposes to reconstruct and realign the mainline turnout track leading into the yard. This crossing currently has no warning devices. It was conditionally authorized for infrequent use with flagmen. Metro proposes to install train, vehicular and pedestrian crossing signals, along with activated "train coming" signs. The signal improvements will be incorporated into the existing Washington Blvd signal system at the crossing.

Crossing 84L-3.07C, (Washington Blvd.): Metro proposes to reconstruct and realign the existing connecting track leading from the yard to the former UPRR track. This track was originally constructed across Washington Blvd to provide a secondary access point to the yard from a former UPRR spur track located south of Washington Blvd. The reconstructed track will extend south paralleling the Blue Line tracks and connect to Track #1 just north of the 20<sup>th</sup> Ave crossing. Metro also proposes to modify the Washington Blvd traffic signal system by adding additional signals for vehicles, pedestrians and train movements.

Crossing 84L-3.04, (Washington Blvd.): Metro proposes no change in the alignment of the two Blue Line main tracks at this crossing. Metro will upgrade the traffic and train signal system to accommodate the changes with the two connecting tracks to the yard. In addition, the project will involve the installation of pre-cast concrete track crossing panels, new curb and gutter, and sidewalks. The Washington Blvd and Long Beach Ave intersection will be realigned to improve both right turn and left turn movements. Additionally, all traffic signal equipment will be replaced and upgraded to meet new and current standards. The intersection will be restriped and all pedestrian tactile strips replaced as appropriate.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by Metro and finds it adequately addresses compliance and safety. As Metro and City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your letter dated April 15, 2010, and summarized above are authorized. Improvements shall comply with all applicable Commission General Orders and the California Manual on Uniform Traffic Control Devices published by the California Department of Transportation.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic Resources Code 21084]

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This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Metro shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

If you have any questions, please contact Jose Pereyra at (213) 576-7083 or [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, stylized "D" and "G".

Daren Gilbert, Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

C: John E. Fisher, City of Los Angeles DOT  
John C. Miller, Metro