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PUBLIC UTILITIES COMMISSION

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June 10, 2010

File Number: G.10-05-012
Pomona Station Entry
City of Pomona, Los Angeles County

William Doran
Manager, Rail Corridor C&E
Southern California Regional Rail Authority (SCRRA)
700 S. Flower Street, Suite 2600
Los Angeles, CA 90017-4101

Re: General Order 88-B Request for Authority to Modify the Pomona Station Entry Highway-Rail Crossing, CPUC Crossing No. 101SG-31.05 and DOT No. 747332K, in the City of Pomona, Los Angeles County.

Dear Mr. Doran:

This refers to your letter, dated May 10, 2010 (received May 13, 2010), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of Southern California Regional Rail Authority (SCRRA) San Gabriel Subdivision railroad tracks and Pomona Station Entry in the City of Pomona (City), Los Angeles County, identified as CPUC Crossing Number 101SG-31.05 and DOT Number 747332K.

The double track crossing is currently a divided roadway, one lane in each direction, entering and leaving the SCRRA Metrolink Station. The Pomona Station Entry crossing is equipped with one curb mounted Commission Standard 8 warning device (Flashing Light Signal Assembly) and two curb mounted Commission Standard 9 warning devices (Flashing Light Signal Assembly with automatic gate arm). In addition to Metrolink passenger trains, Union Pacific Railroad Company (UPRR) operates freight trains on this line.

SCRRA proposes the following alterations:

- Realign Main Track 2 to accommodate a wider Center Platform at the Pomona Metrolink Station;
- Remove and relocate existing southeast quadrant curb mounted Commission Standard 9 warning device to accommodate the realignment of Main Track 2;
- Installation of a Commission Standard 9E warning device (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate), one on the northeast quadrant and one on the southwest quadrant;
- Installation of railroad loop detectors in-between the Commission Standard 9 and Commission Standard 9E warning devices;

- Improve the pedestrian sidewalk, west of the vehicular crossing, by installation of Americans with Disabilities Act (ADA) compliant detectable warning tactile strips, and pedestrian gate in combination with swing gate for all approaches;
- Installation of fencing and pedestrian channelization for all approaches; and
- Reapplication of MUTCD compliant pavement markings and renewed MUTCD signage.

In addition, SCRRA proposes that the center platform be accessible via a sidewalk connection from the platform to the Pomona Station Entry western sidewalk between the two tracks, with the crossing of each track equipped with independently functioning Commission Standard 9 pedestrian gate/swing gate treatments. Staff agrees to have the pedestrian gates operate independently to provide warning in response to the approach of a train on that particular track, but has required, with SCRRA concurrence, that these sidewalk crossings should undergo a monitoring period.

The crossings will be monitored for the first 90 days of operation by SCRRA, who will provide a summary report regarding pedestrian gate violations or any near miss incidents which may occur. The report will be provided within 30 days of the conclusion of the monitoring period. Should any concerns arise during the monitoring period or be identified in the summary report, RCES will determine what further actions may be necessary and appropriate. If RCES staff determines, after the monitoring period, the configuration of the pedestrian warning devices does not serve as a safety enhancement, SCRRA shall if requested by RCES, reconfigure the pedestrian warning devices to activate simultaneously in the response of a train approaching on either track

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by SCRRA, and finds it adequately addresses compliance and safety. As SCRRA, City and UPRR 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 May 10, 2010 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and the CA MUTCD.

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

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.

William Doran
G.10-05-012
June 10, 2010
Page 3 of 3

Within 30 days after completion of this project, SCRRA shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. 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 as outlined on the web page.

If you have any questions, please contact Bill Lay at (213-576-1399) or bill@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 initial "D".

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

C: Freddy Cheung, Senior Manager Special Project, UPRR
Ronald Chan, Engineering Associate, City of Pomona
Norman Baron, J.L. Patterson & Associates, Inc.