

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939



May 26, 2011

File Number: G.11-03-008
5th Avenue (Pedestrian Underpass)
City of Monrovia, Los Angeles County

Chris Burner
Chief Project Officer
Metro Gold Line Foothill Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Re: General Order 88-B Request for Authority to Alter the 5th Avenue Pedestrian Underpass Grade-Separated Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-123.60-BD and DOT No. 026238F, in the City of Monrovia, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated March 11, 2011 (received on March 23, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing pedestrian grade-separated crossing of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks and 5th Avenue in the City of Monrovia (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101PA-123.60-BD and DOT No. 026238F.

5th Avenue is a pedestrian grade-separated underpass structure that crosses under one set of freight tracks. LACMTA owns the right-of-way, which is currently used only for freight rail service by BNSF Railway Company (BNSF) freight trains. The Southern California Regional Rail Authority (SCRRA) does not operate trains over this crossing, however since LACMTA is a member agency of SCRRA, SCRRA does the dispatching and maintenance along this line.

The Metro Gold Line Foothill Extension Construction Authority (Foothill Construction Authority) as Trustee to LACMTA proposes the following alterations:

- Remove the existing freight track and install two Light Rail Transit (LRT) tracks;
- Build a concrete slab bridge supported on piles over the existing pedestrian underpass tunnel with no additional load being transferred to the existing tunnel;
- Earthwork widening of the embankment for pedestrian crossing pathway;
- Install fencing along tunnel approaches and the right-of-way to prevent trespassing; and
- Install an Overhead Cantenary System (OCS) for 750 volt DC power over LRT tracks.

The removal of the freight train track and all alterations will occur following the Surface Transportation Board's approval of BNSF Railway Company's (BNSF) application for discontinuance of all freight service west of the San Gabriel River Bridge. The 5th Avenue pedestrian grade-separated crossing lies within this western segment of track that BNSF will abandon freight service on. After the STB approval for discontinuance of freight service and transition to use exclusively by LACMTA, the proposed new crossing identification number will be CPUC Crossing No. 84P-17.35-BD

After removal of the existing single mainline freight track, installation of the two LRT tracks and acceptance by LACMTA, the operation and maintenance of the crossing with the two light rail tracks and OCS will be the responsibility of LACMTA.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the Foothill Construction Authority, and finds it adequately addresses compliance and safety. As Foothill Construction Authority, LACMTA, and the 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 request dated March 11, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with 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 CA MUTCD.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code 21080.13]

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three 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, Foothill Construction Authority 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 as outlined on the web page.

Foothill Construction Authority should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

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If you have any questions, please contact Jose Pereyra at 213-576-7083 or 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, Manager
Rail Transit & Crossings Branch
Consumer Protection and Safety Division

- C: Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408
Naresh Patel, SCRRA, 279 E. Arrow Hwy, Suite A, San Dimas, CA 91773
Habib Balian, Foothill Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016
John Miller, LACMTA, One Gate Plaza – Mail Stop: 99-18-8, Los Angeles, CA 90012
Ron Bow, City of Monrovia, 415 South Ivy Avenue, Monrovia, CA 91016