

PUBLIC UTILITIES COMMISSION

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



May 26, 2011

File Number: G.11-04-010
Palm Drive (Underpass)
City of Azusa, 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 Palm Drive Underpass Grade Separated Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-116.05-B and DOT No. 026215Y, in the City of Azusa, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated April 8, 2011 (original received on April 14, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing grade separated crossing of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks and Palm Drive in the City of Azusa (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101PA-116.05-B and DOT No. 026215Y.

Palm Drive is two lane roadway, that is a grade-separated underpass structure that crosses under one set of BNSF 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 existing Palm Drive grade-separated crossing was approved by CPUC Decision 05-08-020, dated August 25, 2005, for the Application 05-02-002. The decision ordered "a railroad bridge structure consisting of one BNSF Railway Company (BNSF) track and adequate cross-sectional width for the construction of two additional proposed tracks." However, the Palm Drive bridge structure was constructed otherwise and currently will accommodate just a single freight track.

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

- Rehabilitate the existing steel bridge structure to include seismic modifications;
- Install two new bridge structures directly south of the existing bridge structure within the right-of-way;
- Relocate the existing freight track on the southernmost bridge structure and install the two light rail transit (LRT) tracks on the two northern bridges;

- Install fencing along the right-of-way to prevent trespassing; and
- Installation of Overhead Catenary System (OCS) for 750 volt DC power over the LRT tracks;

The Palm Drive freight track relocation will be a staged reconstruction to minimize the impacts to BNSF and its customers. The minimum permanent vertical clearance of 15 feet 0 inches, is in compliance with the minimum clearance requirements specified in Commission General Order (GO) 26-D of 15 feet 0 inches, therefore this authorization does not require a temporary or permanent clearance deviation.

After relocation 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. After the transfer of ownership to LACMTA, the proposed new crossing identification number will be CPUC Crossing No. 84P-24.85-B.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the Metro Gold Line Foothill Construction Authority, and finds it adequately addresses compliance and safety. As Metro Gold Line Foothill Construction Authority, BNSF, the City and SCRRA 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 April 8, 2011 letter 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.

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At the conclusion of the project, SCRRRA must 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 .

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, appearing to read "Daren Gilbert". The signature is written in a cursive, flowing style.

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

- C: Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408
- Naresh Patel, 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
- Frances Delach, City of Azusa, 213 E. Foothill Blvd., Azusa, CA 91702