

## PUBLIC UTILITIES COMMISSION

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



January 9, 2012

File Number: G.11-12-001  
City of Vernon, Los Angeles County

Samuel Kevin Wilson  
Director of Community Services & Water  
City of Vernon  
4305 Santa Fe Avenue  
Vernon, CA 90058

**Re: General Order 88-B Request for Authority to Alter the 27<sup>th</sup> Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 002H-0.40 and DOT No. 027907S, in the City of Vernon, Los Angeles County.**

Dear Mr. Wilson:

This refers to your letter, dated November 30, 2011 (received on December 2, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the at-grade crossing of the BNSF Railway Company's (BNSF) Harbor subdivision railroad tracks and 27<sup>th</sup> Street, in City of Vernon (City), Los Angeles County, identified as CPUC Crossing Number 002H-0.40 and DOT No. 027907S.

27<sup>th</sup> Street is currently a two lane local road that dead ends approximately ¼ mile east of the crossing. The immediate area around the crossing is generally business/industrial. Currently the crossing is equipped with two curb mounted Commission Standard 1-R (crossbuck sign installed on retroreflectorized wood or metal post) warning devices. In addition, advance warning pavement markings and signage are also present. 27<sup>th</sup> Street has an estimated two thousand average vehicle daily trips and 16 train trips per day.

The Commission's Rail Crossings Engineering Section (RCES) attended a field diagnostic meeting at the crossing location in 2006 with representatives from City and BNSF. At that meeting the need for civil improvements to curb, gutter and sidewalk were identified. Improvements to the existing warning devices were also identified that consisted of upgrading to active railroad gates and flashing lights. Furthermore, these improvements were deemed eligible for funding through the Federal Section 130 Program. The Section 130 program is a federally funded program, administered by the states, for the elimination of hazards at at-grade highway-rail crossings.

RCES cannot authorize the City's request at this time because the plans provided are deficient. Although the plans contain the identified civil improvements, they do not include the needed railroad signal improvements. Please modify the plans to incorporate the installation of one curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device on each approach to the crossing.

RCES recommends you coordinate your design efforts with BNSF to ensure that the finalized plans correctly identify the necessary railroad signal equipment and circuitry. The design of the crossing

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and railroad signal equipment must comply with the Commission's GO 75-D, the California Manual on Uniform Traffic Control Devices, and BNSF standards and requirements.

Once your plans have been successfully modified, you may reapply under the Commission's GO 88-B for authorization to construct the modifications to the crossing.

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 cursive script that reads "Daren Gilbert".

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

C: Melvin Thomas, BNSF  
Pin Chan, City of Vernon