

PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500
Los Angeles, CA 90013



April 9, 2013

File Number: G.13-02-006
1st Avenue and Santa Clara Street
City of Arcadia, Los Angeles County

Habib F. Balian
Chief Executive Officer
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Re: General Order 88-B Request for Authority to Alter the 1st Avenue and Santa Clara Street Highway-Rail Crossing, identified as CPUC Crossing Nos. 84P-16.79 and 101PA-124.10 and DOT No. 026240G, in the City of Arcadia, Los Angeles County.

Dear Mr. Balian:

This refers to your letter, dated February 20, 2013, received by us on February 26, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing 1st Avenue and Santa Clara Street at-grade crossing (crossing) of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Arcadia (City), Los Angeles County. The crossing is identified as CPUC Crossing Nos. 84P-16.79 and 101PA-124.10 and DOT No. 026240G.

Two freight mainline tracks run through the intersection of 1st Avenue and Santa Clara Street. The 1st Avenue is a four lane roadway, two lanes in each direction and Santa Clara Street is a two lane roadway, one lane in each direction. The crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on 1st Avenue and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on Santa Clara Street.

LACMTA owns the right-of-way which, until recently, was used only for freight rail service by BNSF Railway Company (BNSF) freight trains. BNSF received authorization from the Surface Transportation Board (STB Docket No. AB-6 (Sub-No. 477X), dated December 16, 2011) to abandon freight service on this railroad corridor from approximate milepost 119, located just east of the San Gabriel River, west to milepost 124. The 1st Avenue and Santa Clara Street crossing lies within this western segment of the railroad corridor. The Southern California Regional Rail Authority (SCRRA) does not operate trains over this crossing, however since LACMTA is a member agency of SCRRA, SCRRA was responsible for the freight train dispatching and maintenance along this railroad corridor.

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

- Remove the existing two freight main line tracks and install two new light rail tracks;
- Install an Overhead Catenary System (OCS) for 750 volt DC power;

- Install four new curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with 12" LED flashing lights, two on 1st Avenue and two on Santa Clara Street;
- Install four curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices with 12-inch LED flashing lights, two on 1st Avenue and two on Santa Clara Street with vehicle presence detection system;
- Install Commission Standard 9 pedestrian gate warning devices in combination with emergency exit swing gates at all pedestrian sidewalk approaches to the crossing;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches to the crossing and the bottom of station pedestrian ramp;
- Install one Commission Standard 8 (flashing light signal assembly) warning device with 12-inch LED flashing lights on the northwest quadrant in-between the two tracks;
- Construct an 8-inch in height, 2-feet in width and 100-feet in length raised center median on each of the four approaches with breaks at the pedestrian crosswalk locations and restripe the pedestrian crosswalks to minimize pedestrian travel;
- Install new traffic signal operation to provide interconnection with traffic signal system to monitor crossing operation and safety and provide advanced preemption at the crossing;
- Install concrete crossing panels surfacing for the two light rail tracks;
- Install fencing along the right of way and hand railing along the crossing approaches to the swing gates to prevent trespassers on right-of-way;
- Construct 5-foot bump-outs to extend the existing curb location of the northeast, northwest and southwest corners of 1st Avenue;
- Install W10-7 train activated blank out signs for 1st Avenue northbound and southbound approaches and for Santa Clara Street eastbound and westbound approaches per plans; and
- Application of California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 2 tracks signs, R10-6 'STOP HERE ON RED' signs, R10-11 'NO TURN ON RED' signs, R3-4 'NO U-TURN' signs and 'WAIT HERE' and RxR pavement markings.

After the completion of the alterations, 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 crossing identification number will remain CPUC Crossing No. 84P-16.79. Crossing identification number CPUC Crossing No. 101PA-124.10 and the corresponding Federal crossing identification number DOT No. 026240G will be retired.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by Foothill Construction Authority and finds it adequately addresses compliance and safety. As Foothill Construction Authority, LACMTA 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 request dated February 20, 2013 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the 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 categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Public Resources Code 21084].

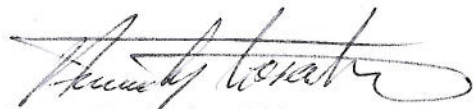
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, Foothill Construction Authority must submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes and retirement of crossing identification number DOT No. 026240G. Commission 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,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Safety and Enforcement Division

C: Christopher Burner, Foothill Construction Authority
Connie Levinson, Foothill Construction Authority
John Miller, LACMTA
Philip Wray, City of Arcadia