

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



September 6, 2013

File Number: XREQ 2013080003

La Sierra Metrolink Emergency Station Pedestrian Crossing
City of Riverside, County of Riverside

Debbie Anderson, P.E.
Senior Engineer
City of Riverside
3900 Main Street, 4th Floor
Riverside, CA 92522

Re: General Order 88-B Request for Authority to Modify the La Sierra Metrolink Station Emergency Pedestrian At-Grade-Rail Crossing, CPUC Crossing No. 002B-18.38-D and DOT No. 027883F, in the City of Riverside, County of Riverside

Dear Ms. Anderson:

This refers to your letter dated July 31, 2013, received by us on August 2, 2013, requesting authority, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the BNSF Railway Company (BNSF) Mainline 2B and the La Sierra Metrolink Station emergency pedestrian-at-grade rail crossing (crossing) in the City of Riverside (City), County of Riverside. The crossing is identified as CPUC Crossing Number 002B-18.38-D and DOT Number 027883F.

The gated crossing is primarily used for pedestrians to access both platforms when the elevators accessing the overhead pedestrian crossing are not operating. The crossing is equipped with two Commission Standard 8 (flashing light signal assembly) warning devices. BNSF and Metrolink respectively operate freight and passenger trains over this line. The crossing improvement will enhance public safety and is part of the City's proposed Quiet Zone which will allow the City to mitigate adverse train horn noise impacts. The modifications will upgrade the existing emergency pedestrian crossing to add locking swing gates at the crossing approaches and will include a fail-safe pedestrian gate system with gate check and wayside signal indicator.

The City proposes the following alteration:

- Install a 13-foot wide single-swing gate with a Crossing Closure Gate Verification System (CCVS) on the northern and southern approaches to the crossing. Both gates shall be locked and only accessible by authorized personnel;
- Install 24-inch by 30-inch back to back "Emergency Access Only" signs on the gates at both approaches to the crossing;
- Install two red light emitting diode (LED) (30 inch by 30 inch) gate check and wayside signal "X" indicators at the center of the pedestrian concrete walkway that traverses the railroad tracks for both eastbound and westbound train approaches;

- Install two gate check and wayside signal LED (40-inch by 40-inch) indicators (back-to-back) visible to both eastbound and westbound trains mounted on a modified "19-1-100" pole with a 25-foot straight mast arm. The vertical clearance for the mast arm mounted wayside signal indicator shall be at minimum 23-feet from the top of the railroad tracks which complies with the minimum clearance requirements specified in the Commission GO 26-D of 22-feet 6-inches;
- Each CCVS shall be equipped with a magnetic proximity transmitter and receiver. When the transmitter and receiver are in-line with each other, the emergency swing gate is locked and the LED display indicator for both the mast arm and pedestrian walkway installed devices shall be in the "ON" position with the red "X" indicator display showing. Accordingly, the train engineer will know not to sound the train horn. When the emergency gate is opened to pedestrians for use to bypass the grade-separated crossing or for testing, the transmitter and receiver will no longer be in-line with each other and the CCVS will be in the "OFF" position, thus the LED "X" indicator will be off/dark and the train engineer will know to sound the train horn.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City, and finds it adequately addresses compliance and safety. As the City, Metrolink and BNSF 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 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 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 and 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, the City 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, BNSF should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission 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 Sergio Licon at 213-576-7085 or sal@cpuc.ca.gov.

Sincerely,



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

- C: Naresh Patel, Assistant Director, SCRRA
William Doran, Director Engineering & Construction, SCRRA
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