

PUBLIC UTILITIES COMMISSION

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



March 28, 2016

File Number: XREQ 2016030005

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

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Modify the La Sierra Metrolink Station Emergency At-Grade Pedestrian Pathway-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 signed February 22, 2016, and received by us on February 23, 2016, requesting authority, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the La Sierra Metrolink Station emergency at-grade pedestrian pathway-rail crossing (crossing) of the BNSF Railway Company (BNSF) Mainline 2B Subdivision tracks 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, including a fail-safe pedestrian gate system with gate check and wayside signal indicator. BNSF, National Passenger Railroad Corporation (Amtrak) and Southern California Regional Railroad Authority (SCRRA/Metrolink) respectively operate approximately 77 freight and 27 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 perimeter fencing to discourage unauthorized access to the crossing.

The City proposes the following alteration, as shown on submitted plans:

- Remove the two existing Commission Standard 8 warning devices and replace with two new Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices for both approaches to the crossing;
- Install approximately 10-feet of eight-foot high fixed perimeter wrought iron fence along the back of the sidewalk to match the existing fencing south of the crossing;

- Install approximately 25-feet of eight-foot high wrought iron fence connecting the back of sidewalk fence and the southerly platform fencing in the southeast quadrant of the crossing;
- Install 42-inch high fence with a three-foot wide pedestrian swing gate and a three-foot wide trackside emergency pedestrian swing gate in the northeast quadrant on the northerly platform;
- Install 42-inch high fence with a three-foot wide pedestrian swing gate and a three-foot wide trackside emergency pedestrian swing gate in the southeast quadrant on the southerly platform;
- Install 24-inch by 30-inch back to back "EMERGENCY ACCESS ONLY" signs on the swing gates at both approaches to the crossing, and
- Lock both gates to be accessible by authorized personnel only.

The Commission's Rail Crossings and Engineering Branch (RCEB) 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.

BNSF must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

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 RCEB, 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, RCEB may reevaluate the crossing prior to granting an extension.

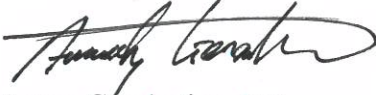
Within 30 days after completion of this project, City and/or BNSF shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission website at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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 rceb@cpuc.ca.gov.

Debbie Anderson, P.E.
XREQ 2016030005
March 28, 2016
Page 3 of 3

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 and Engineering Branch
Safety and Enforcement Division

C: **(SENT VIA E-MAIL)**
Darrell Maxey, SCRRA
Matt Keim, BNSF
Jason Sanchez, BNSF
George Salas, Bechtel Infrastructure Corp.

