

PUBLIC UTILITIES COMMISSION

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



May 29, 2020

File Number: XREQ 2020050006
First Street Bridge/Metro Division 20 Yard
Various Grade Separated Crossings
City of Los Angeles, Los Angeles County

Matt Gallagher, PE
Deputy Executive Officer /Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the First Street Bridge Over Tracks of the Los Angeles County Metropolitan Transportation Authority, BNSF Railway, and UPRR Railroad Company, in City of Los Angeles, Los Angeles County.

Dear Mr. Gallagher:

This refers to your request dated April 1, 2020, received by us electronically on April 30, 2020, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the First Street Bridge grade-separated rail crossing (crossing) of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Division 20 Subway Yard tracks, BNSF Railway (BNSF) First St Yard tracks, LACMTA/Southern California Regional Rail Authority (SCRRA) West Bank tracks, LACMTA/SCRRA East Bank tracks and UPRR Railroad Company (UPRR) Yard tracks in City of Los Angeles (City), Los Angeles County. The crossings are identified in the table below.

PUC Crossing Number	DOT Crossing Number	Crossing Name
084E-1.01-BT		LACMTA Subway Yard
084E-1.03-BT		BNSF 1 st St. Yard
084E-1.01-BT/101RI-141.10-A	027622F	LACMTA/SCRRA River West Bank
084E-1.01-BT/101RI-483.10-A	811229W	LACMTA/SCRRA River East Bank
084E-1.01-BT		UPRR Yard tracks

The First Street Bridge is an east-west oriented viaduct that spans the Los Angeles River. It is comprised of two vehicular lanes in each direction and has two light rail tracks running down the center median that accommodate the LACMTA East Side Gold Line. The First Street Bridge spans the LACMTA subway rail yard, BNSF rail yard, and LACMTA/SCRRA tracks on the west riverbank. The First Street Bridge also spans the LACMTA/SCRRA tracks and UPRR yard tracks on the east riverbank.

The proposed alterations to the First Street Bridge structure are part of a larger project by LACMTA that involves constructing a turnback facility and reconfiguring the storage tracks in LACMTA's subway rail yard servicing the Red and Purple Lines.

LACMTA proposes the following modifications to the First Street Bridge structure:

- Remove portions of Bents 13 and 16, as well as pier modification at Bents 12, 14, 15 and at the intermediate pylon.
- Install new precast girders between Bents 12 and 14, and between Bent 15 and the intermediate pylon abutment to support the existing superstructure.
- Modify walls and foundations of Bents 12, 14, 15, and the intermediate pylon abutment.
- Seismically retrofit by in-filling column openings on both the west and east bank at Bents 2, 3, 4, 5, 7, 9, 10, 11, 17, 18, 19, 20, and 21.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by LACMTA and finds it adequately addresses compliance and safety. As LACMTA, BNSF, SCRRRA, UPRR 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 April 1, 2020, and summarized above, are authorized. LACMTA must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders, ADA, and the CA MUTCD.

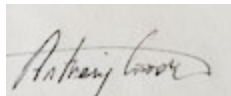
This project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21080.13].

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

Within 30 days after completion of this project, LACMTA shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted electronically to rceb@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.
Acting Program Manager
Rail Crossings and Engineering Branch
Rail Safety Division