



FILED

05-05-11

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**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Application of the Southern California Regional Rail Authority to Construct a new railroad underpass at Empire Avenue on Metrolink Valley Subdivision Mile Post 12.08 (Proposed CPUC Number 101VY-12.08B) which is a subproject to the Caltrans I-5 HOV Freeway Widening, located within the City of Burbank, County of Los Angeles.

A1105008

Application No. _____

APPLICATION

The Southern California Regional Rail Authority (SCRRA) respectfully requests authority from this Commission to construct a new railroad bridge at Empire Avenue on the SCRRA Valley Subdivision, Mile Post 12.08. The Project is located within the City of Burbank in the County of Los Angeles and is a subproject to the Caltrans I-5 HOV Freeway Widening. The proposed grade-separated Empire Ave will cross below the SCRRA Valley Subdivision main line and siding track. The proposed grade-separated Empire Avenue below the tracks will connect existing Empire Avenue to the Caltrans I-5 Freeway.

In support of its application, the SCRRA asserts that:

1. The Southern California Regional Rail Authority, herein sometimes referred to as "Applicant" or "SCRRA" is mentioned herein as the Joint Powers Authority (JPA), consisting of the five county transportation planning agencies: Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), and the Ventura County

2. Applicant's principal place of business is located at the offices of
Southern California Regional Rail Authority
279 E. Arrow Highway, Suite A
San Dimas, CA 91773

3. All correspondence, communication notices, orders, and other papers relative to this application should be addressed to:

SCRRA-Metrolink
Engineering Division
279 E. Arrow Highway, Suite A
San Dimas, CA 91773
Attention: Naresh Patel, P.E.
or via e-mail to: Pateln@scrra.net

4. SCRRA dispatches trains and maintains the track, structures and right-of-way in this corridor. LACMTA is the railroad property owner at the proposed crossing.

5. Union Pacific Railroad (UPRR) operates freight trains over the Valley Subdivision and as such is considered a project stakeholder for document service purposes.

6. The Project description is as follows:
The proposed project includes construction of a new railroad bridge at Empire Avenue. The proposed grade-separated Empire Avenue will cross below the SCRRA Valley Subdivision main line and Brighton siding track. The proposed grade-separated Empire Avenue below the tracks will connect existing Empire Avenue to the Caltrans I-5 Freeway.

7. The proposed grade-separated highway-rail crossing (underpass) will conform to SCRRA and CPUC standards.

8. The nearest public crossings are located as follows.

The proposed grade-separated highway-rail crossing (underpass) is located westerly of CPUC crossing No 101VY-11.37A, Burbank Blvd., and easterly of CPUC crossing No. 101VY-12.37B, San Fernando Road.

9. The authorization to construct the Project is requested pursuant to Section 1201 through 1205 of the Public Utilities Code and is made in accordance with Rule 3.7, of the CPUC Rules of Practice and Procedure.
10. The proposed crossing number, stated herein as required by CPUC Rules of Practice and Procedure 3.7, is CPUC Crossing No. 101VY-12.08B.
11. The public need for the Project, as a requirement of CPUC Rules of Practice and Procedure 3.7(c) is as follows:

This project is consistent with the Caltrans and City proposed Empire Avenue interchange. The proposed grade-separated Empire Avenue below the tracks will connect existing Empire Avenue to the Caltrans I-5 Freeway. Traffic and pedestrian accessibility will be improved within the vicinity of this project.
12. The following exhibits are transmitted as required by the referenced portions of CPUC Rules of Practice and Procedures 3.7:
 - i) **Exhibit A** Location Description using a coordinate system that has an accuracy comparable to a legal description for the crossing located at railroad milepost 61.4, in conformance with the requirements of CPUC Rules of Practice and Procedure 3.7 (a).
 - ii) **Exhibit B-1** Map showing accurate locations of all streets, roads, property lines, tracks, buildings, structures or other obstructions to view in each direction from proposed crossing in conformance with the requirements of CPUC Rules of Practice and Procedure 3.7 (d).
 - iii) **Exhibit B-2** Plan view map of the location of the Project, in conformance with CPUC Rules of Practice and Procedure 3.7 (d) and 3.7 (f).

- iv) **Exhibit B-3** Profiles showing ground line and grade line and rate of grades of approaches on all highways and railroads affected, in conformance with CPUC Rules of Practice and Procedure 3.7 (f).
- v) **Exhibit C**, Vicinity Map showing the location of the Project in relation to the existing roads and streets in general vicinity, in conformance with CPUC Rules of Practice and Procedure 3.7 (e).
- vi) **Exhibit D**, signature pages for the mitigated negative declaration, the finding of no significant impact, initial study/environmental assessment, UPRR's Letter of Agreement and the City of Burbank's letter of concurrence.

13. Applicant asserts that the cost of the work will not be apportioned but will be funded entirely by funding sources arranged for by SCRRA.

WHEREFORE, Applicant, Southern California Regional Rail Authority, respectfully requests that the Commission issue an order pursuant to the provisions of Sections 1201-1205, inclusive, of the California Public Utilities Code and Commission Rules of Practice and Procedure Rule 3.7 authorizing the construction of a new grade-separated highway-rail crossing (railroad underpass) at Empire Avenue on the Valley Subdivision with proposed CPUC crossing No. 101VY-12.08B.

Date: 4/26/11

Southern California Regional Rail Authority

By:



Naresh Patel, P.E.

Assistant Director, Standards and Design
SCRRA-Metrolink
279 E. Arrow Highway, Suite A
San Dimas, CA 91773

SCOPING MEMO INFORMATION FOR APPLICATIONS

A. Category (Check the category that is most appropriate)

Adjudicatory - “Adjudicatory” proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12 month process if hearings are required).

Ratesetting - “Ratesetting” proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). “Ratesetting” proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18 month process if hearings are required).

Quasi-legislative - “Quasi-legislative” proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary?

Yes

No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Public hearings are not anticipated as being necessary

Are public witness hearings necessary?

Yes

No

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

C. Issues - List here the specific issues that need to be addressed in the proceeding.

None

D. Schedule (Even if you checked "No" in B above) Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

30 days Protest Period – May 4th, 2011
4 Months Proposed decision – August 5th, 2011
6 Months Final decision – October 5th, 2011

IF HEARING UNEXPECTEDLY BECOMES NECESSARY:

6 months Prehearing conference – October 5th, 2011
9 months Hearings – January 5th, 2012
12 months Briefs due – April 5th, 2012
13 months Submission – May 3rd, 2012
16 months Proposed decision (90 days after submission) – August 3rd, 2012
18 months Final decision (60 days after proposed decision is mailed) – August 3rd, 2012.

CERTIFICATE OF SERVICE

I, **Eric B. Winters, P.E.** of RailPros, Inc. on behalf of Southern California Regional Rail Authority hereby certify that I have this day mailed a copy of the foregoing documentation by U.S. Mail (Certified) to:

Date: 2011-04-27



Eric B. Winters,
RailPros, Inc.
1 Ada Parkway, Suite 200
Irvine, CA 92618

Mr. Jose Pereyra
California Public Utilities Commission
Rail Crossings Engineering Section
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Ms. Anabel Dubois, P.E.
County of Los Angeles Department of
Public Works
900 South Fremont Avenue, 9th Floor
Alhambra, CA 91803-1331

Bonnie Teaford, P.E
Public Works Director
City of Burbank
P.O. Box 6459
Burbank, CA 91510

Mr. Freddy Cheung
Manager – Special Projects
Union Pacific Railroad
2015 S. Willow Avenue
Bloomington, CA 92316

Mr. Naresh Patel
Assistant Director, Standards and Design
SCRRA-Metrolink
279 E. Arrow Highway, Suite A
San Dimas, CA 91773

Mr. James (J.P.) Jones
State Legislative Director
United Transportation Union
California State Legislative Building
1005 12th Street, Suite 4
Sacramento, CA 95814

VERIFICATION

I, Naresh Patel, am Manager of Civil Engineering of the Southern California Regional Rail Authority. I have read SCRRA's Application for Authority to Construct a new grade-separated highway-rail crossing (railroad underpass) at Empire Avenue the SCRRA Valley Subdivision and know the contents thereof, and the same is true of my own knowledge, except as to matters which are therein stated on information or belief, and as to those matters I believe them to be true. I declare under penalty of perjury that the foregoing is true and correct.

Executed on April 26 2011, in Los Angeles, California

By: Naresh D Patel

Naresh Patel - Assistant Director, Standards and Design
SCRRA
279 E. Arrow Highway, Suite A
San Dimas, CA 91773
Telephone: (909) 592-7969

EXHIBIT A

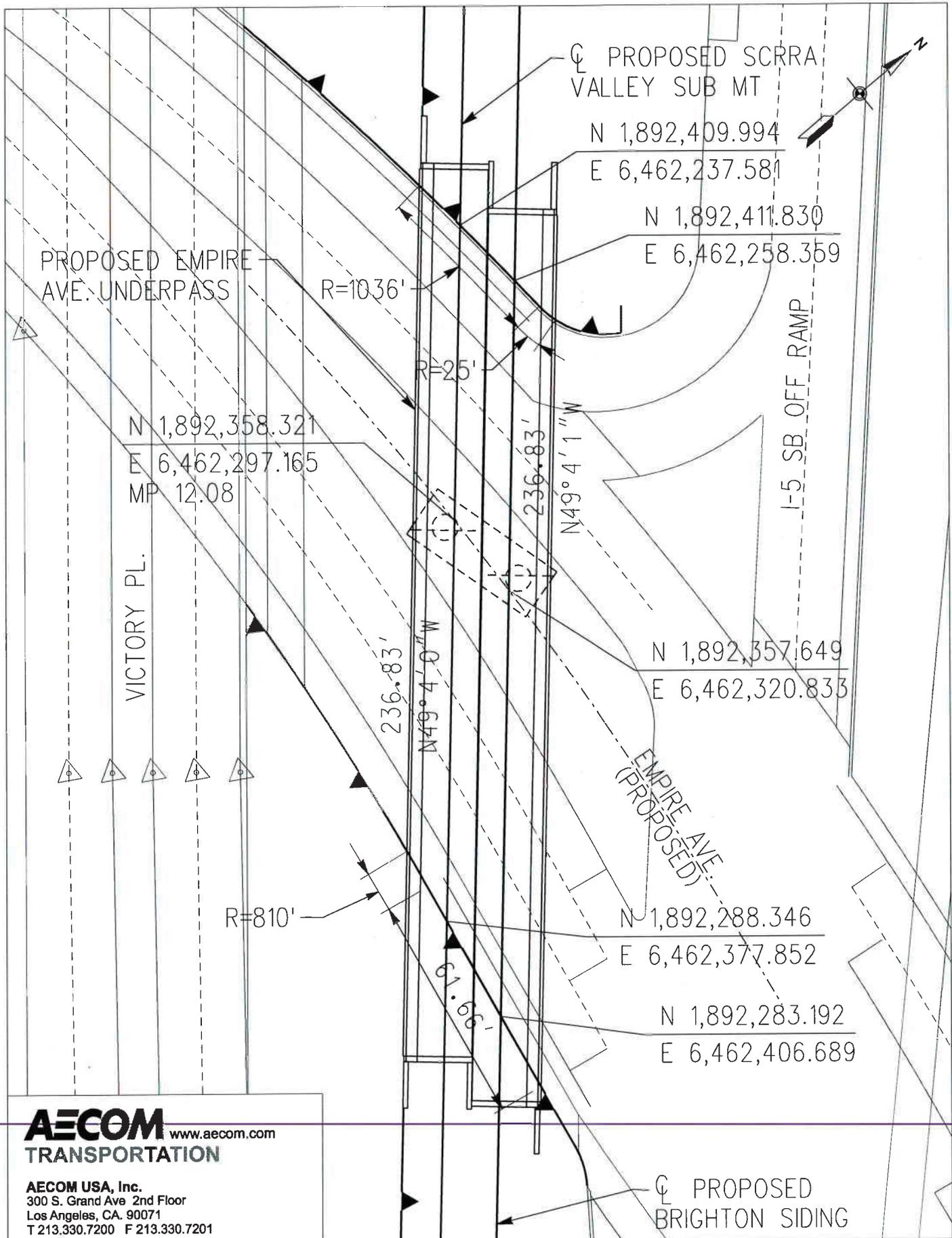
PROPOSED CROSSING

LOCATION DESCRIPTION

Per CPUC Rules of Practice and Procedure 3.7 (a)

EXHIBIT A

LOCATION DESCRIPTION



AECOM www.aecom.com
TRANSPORTATION

AECOM USA, Inc.
 300 S. Grand Ave 2nd Floor
 Los Angeles, CA. 90071
 T 213.330.7200 F 213.330.7201

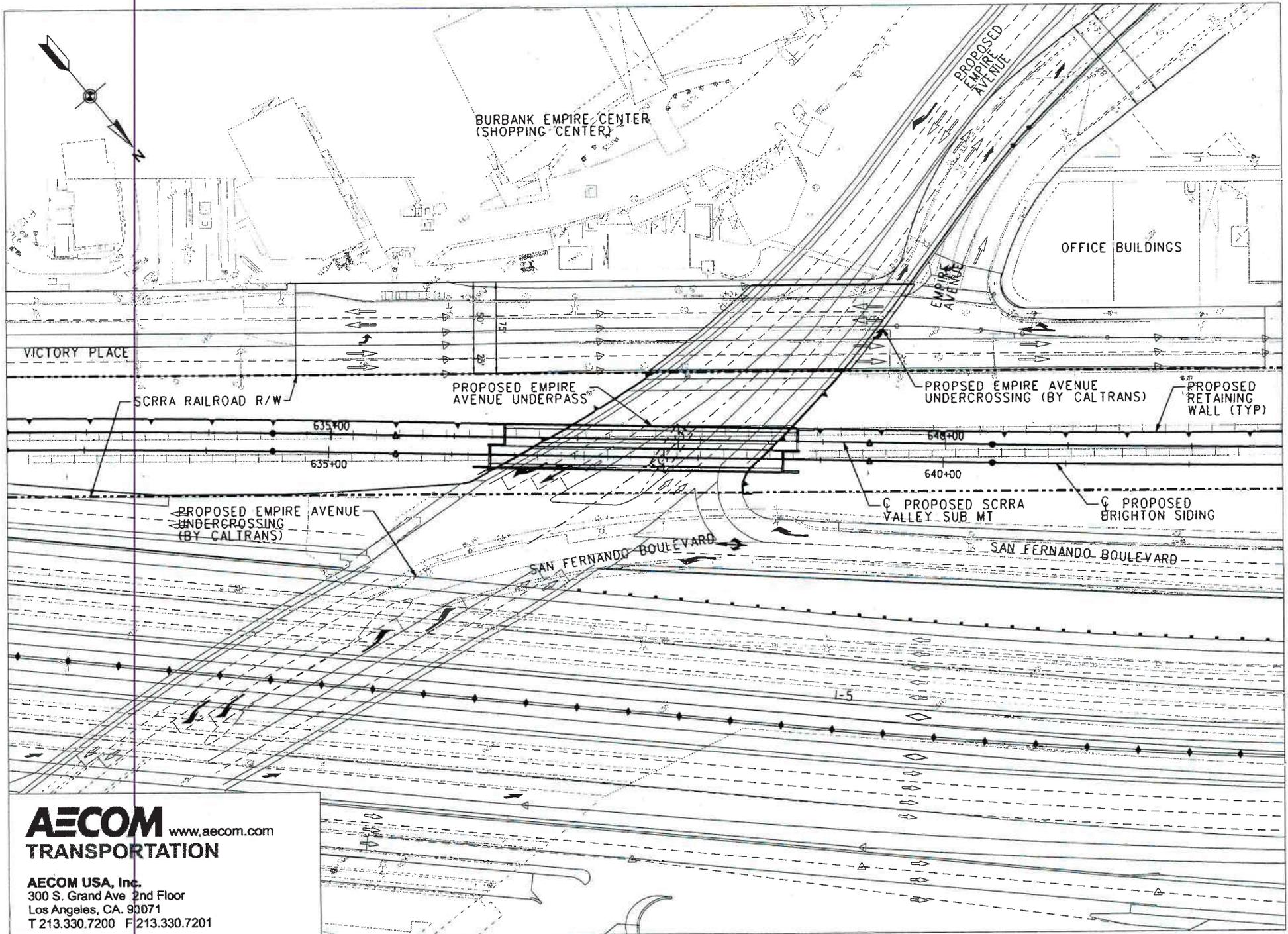
CL PROPOSED
 BRIGHTON SIDING

EXHIBIT B-1

PROPOSED CROSSING MAP

Per CPUC Rules of Practice and Procedure 3.7 (d)

EXHIBIT B-1 PROPOSED CROSSING MAP



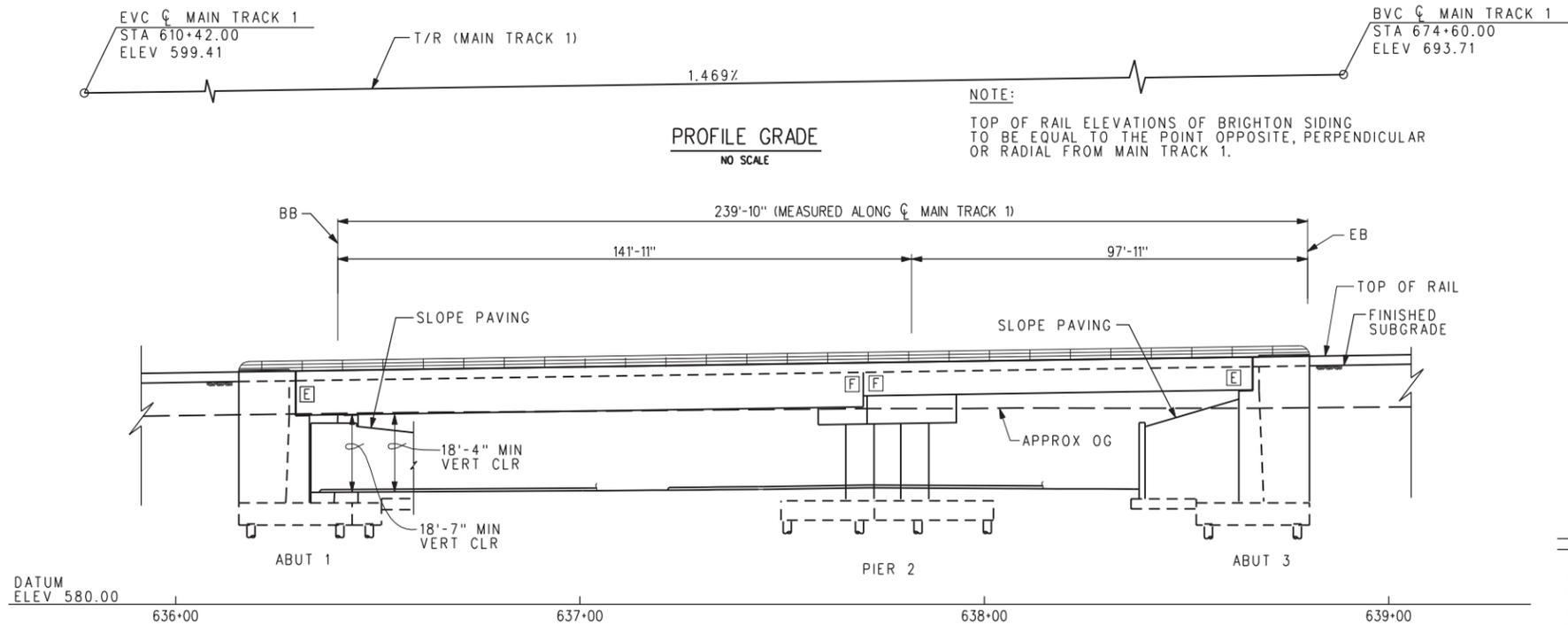
AECOM www.aecom.com
TRANSPORTATION

AECOM USA, Inc.
300 S. Grand Ave. 2nd Floor
Los Angeles, CA. 90071
T 213.330.7200 F 213.330.7201

EXHIBIT B-2

PROPOSED CROSSING PLAN

Per CPUC Rules of Practice and Procedure 3.7(d) and 3.7(f)

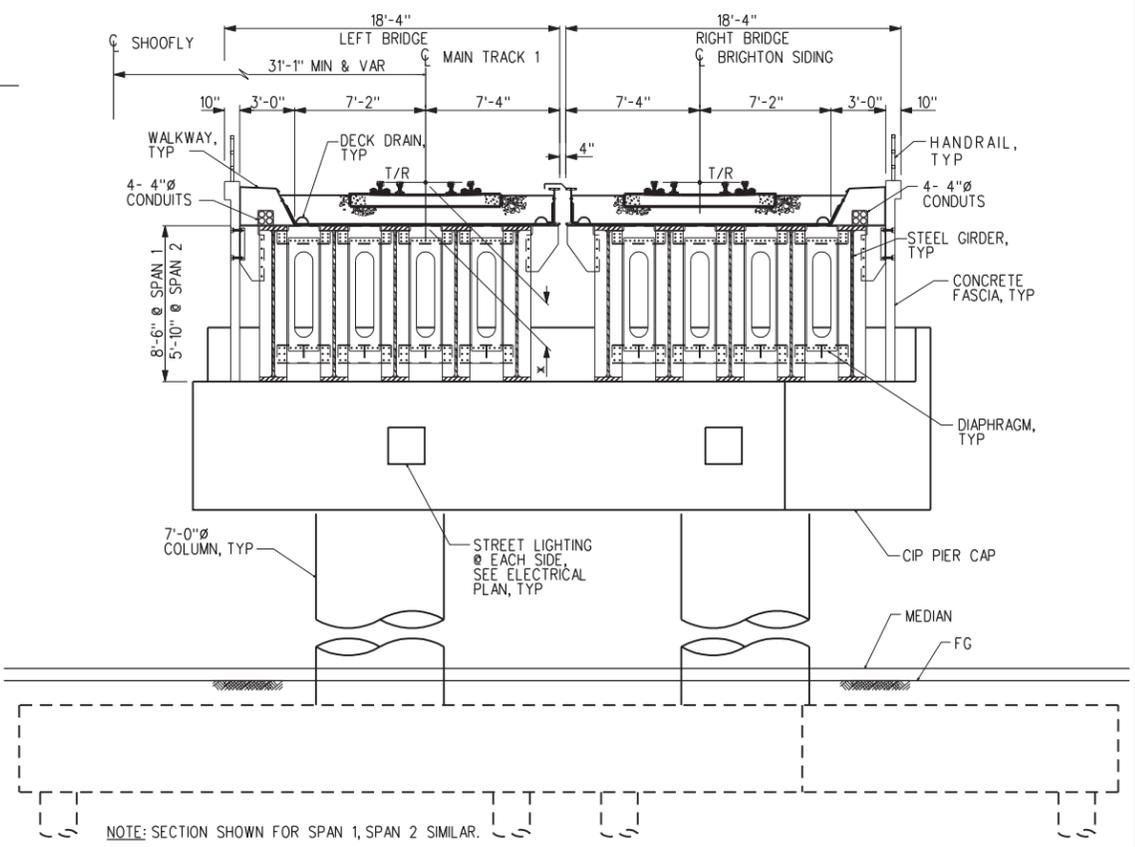


PROFILE GRADE
NO SCALE

NOTE: TOP OF RAIL ELEVATIONS OF BRIGHTON SIDING TO BE EQUAL TO THE POINT OPPOSITE, PERPENDICULAR OR RADIAL FROM MAIN TRACK 1.

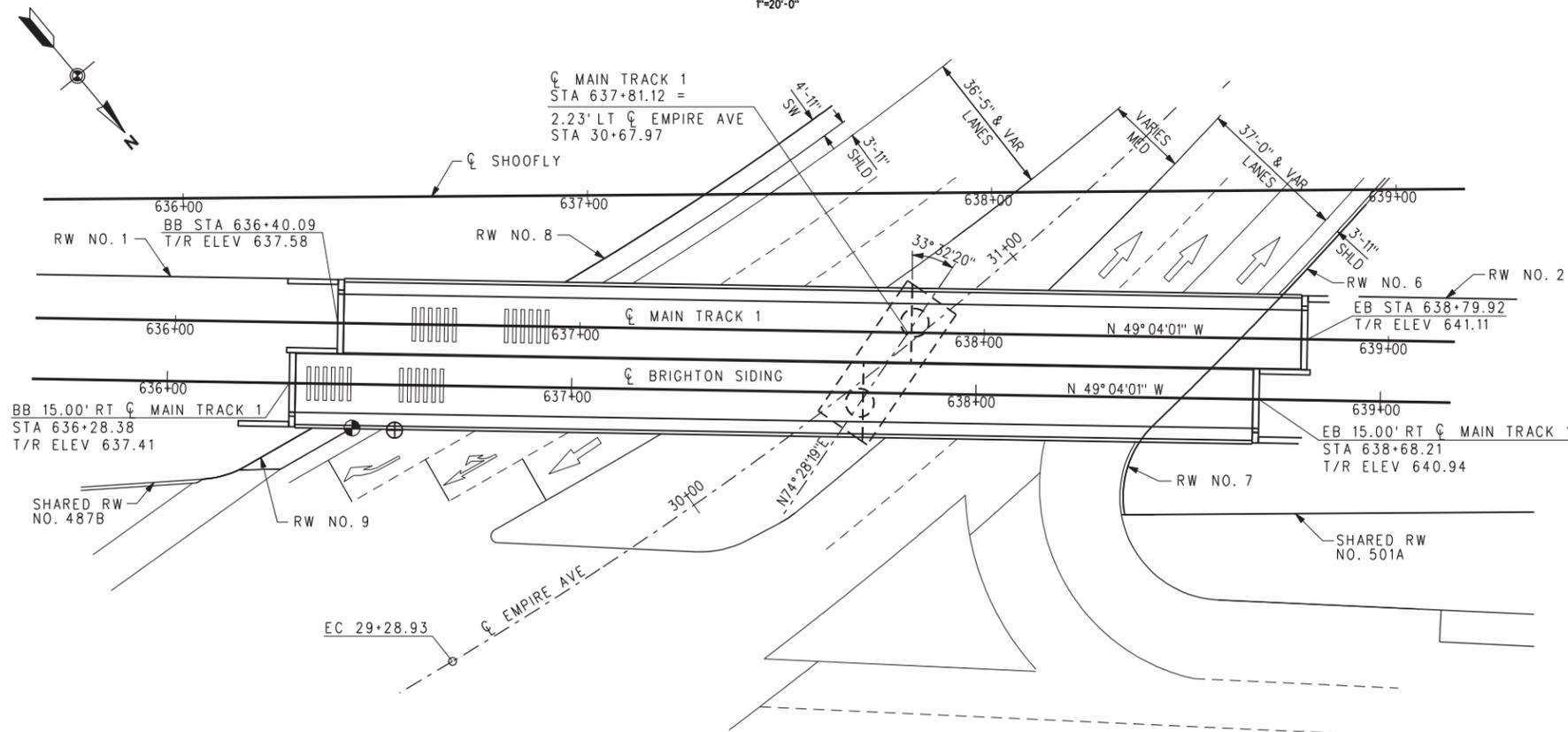
DATUM ELEV 580.00

ELEVATION 1"=20'-0"



TYPICAL SECTION
1"=5'-0"

NOTE: SECTION SHOWN FOR SPAN 1, SPAN 2 SIMILAR.



PLAN
1"=20'-0"

MAX RATING CHECK		SPAN 1		SPAN 2	
		MAXIMUM	MAX - REDUCED SPEED OF 10 MPH	MAXIMUM	MAX - REDUCED SPEED OF 10 MPH
STEEL DECK	MOMENT	E- 145.3	E- 156.8	E- 158.6	E- 174.7
	SHEAR	E- 787.0	E- 852.6	E- 730.8	E- 809.0
	DEFLECTION	E- 89.4	E- 102.2	E- 93.2	E- 108.8
STEEL BALLAST PAN	MOMENT	E- 252.6	E- 281.4	E- 247.3	E- 283.7
	CONNECTION	E- 2976.8	E- 3347.9	E- 2914.1	E- 3342.6
GIRDER SPLICE	TOP FLANGE MOMENT	E- 225.7	E- 244.4		
	TOP FLANGE CONNECTION	E- 217.7	E- 235.6		
	WEB MOMENT	E- 270.8	E- 293.2		
	WEB CONNECTION	E- 193.1	E- 210.2		
	BOT FLANGE MOMENT	E- 252.7	E- 244.4		
	BOT FLANGE CONNECTION	E- 217.7	E- 235.6		

* MIN DISTANCE T/R TO TOP OF GIRDER	
RAIL + TIE	15 3/4"
BALLAST	12"
WATERPROOFING	1"
STEEL DECK	3/4"
TOTAL	29 1/2"

NOTES:

- STATIONS AND ELEVATIONS SHOWN ARE WITH REFERENCE TO CL MAIN TRACK 1.
- FOR RETAINING WALLS, SEE RETAINING WALL PLANS.

- LEGEND:**
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE WITHOUT OPTIONAL GIRDER FIELD SPLICE
 - INDICATES POINT OF MINIMUM VERTICAL CLEARANCE WITH OPTIONAL GIRDER FIELD SPLICE
 - INDICATES DIRECTION OF TRAFFIC
 - INDICATES EXPANSION BEARING END
 - INDICATES FIXED BEARING END

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100% SUBMITTAL

Information confidential - all plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Southern California Regional Rail Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY
D. YEE

DRAWN BY
J. WANG

CHECKED BY
A. ZHENG

APPROVED BY

DATE
9/22/2010



METROLINK
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
700 SOUTH FLOWER STREET, 26TH FLOOR
LOS ANGELES, CALIFORNIA 90017

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METROLINK COMMUTER RAIL SYSTEM
EMPIRE AVENUE AND BUENA VISTA STREET GRADE SEPARATIONS
EMPIRE AVENUE UNDERPASS
GENERAL PLAN

CONTRACT NO. **E737B-08**

DRAWING NO. **S1-001**

REVISION SHEET NO.
0 212 OF 367

SCALE
AS NOTED

REV.	DATE	DESCRIPTION	BY	SUB.	APP.

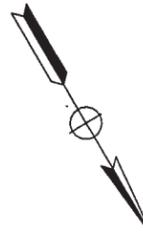
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NOTES:

- FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
- CONTRACTOR SHALL VERIFY EXISTING ROADWAY CONDITIONS BEFORE COMMENCING CONSTRUCTION.

CURVE DATA

No.	R	Δ	T	L
①	299.670	23°35'11"	62.567	123.362
②	300.000	8°3'24"	21.127	42.185
③	3352.807	3°48'16"	111.354	222.627
④	1000.000	3°37'16"	31.610	63.199



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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Caltrans now has a web site! To get to the web site, go to: <http://www.dot.ca.gov>

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

PROJECT ENGINEER: CHARLES P. TON

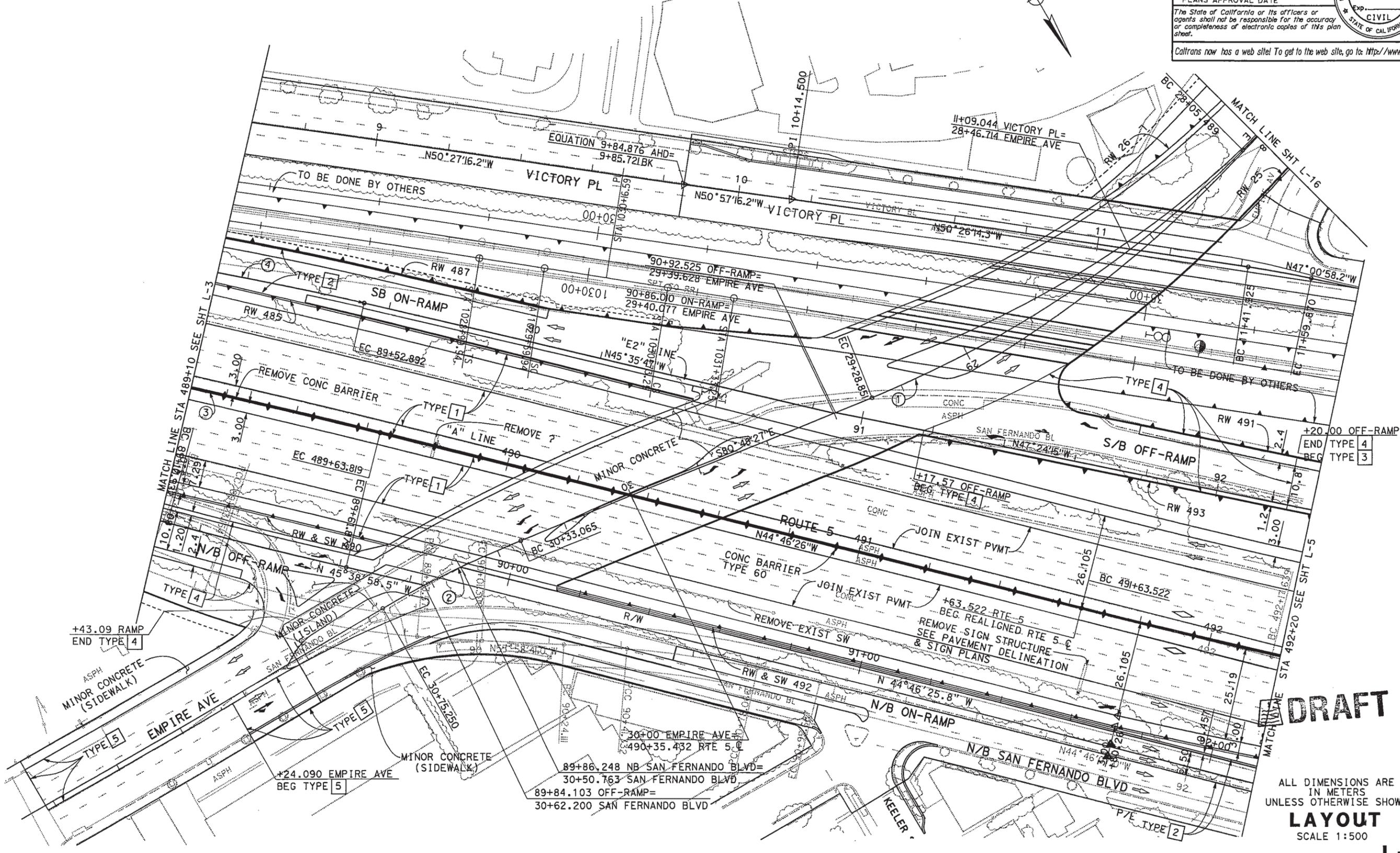
REVISIONS:

NO.	DATE	REVISION

REVISOR: [Blank]

CHECKED BY: [Blank]

DESIGNED BY: [Blank]



DRAFT

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:500

TO LOS ANGELES, CA

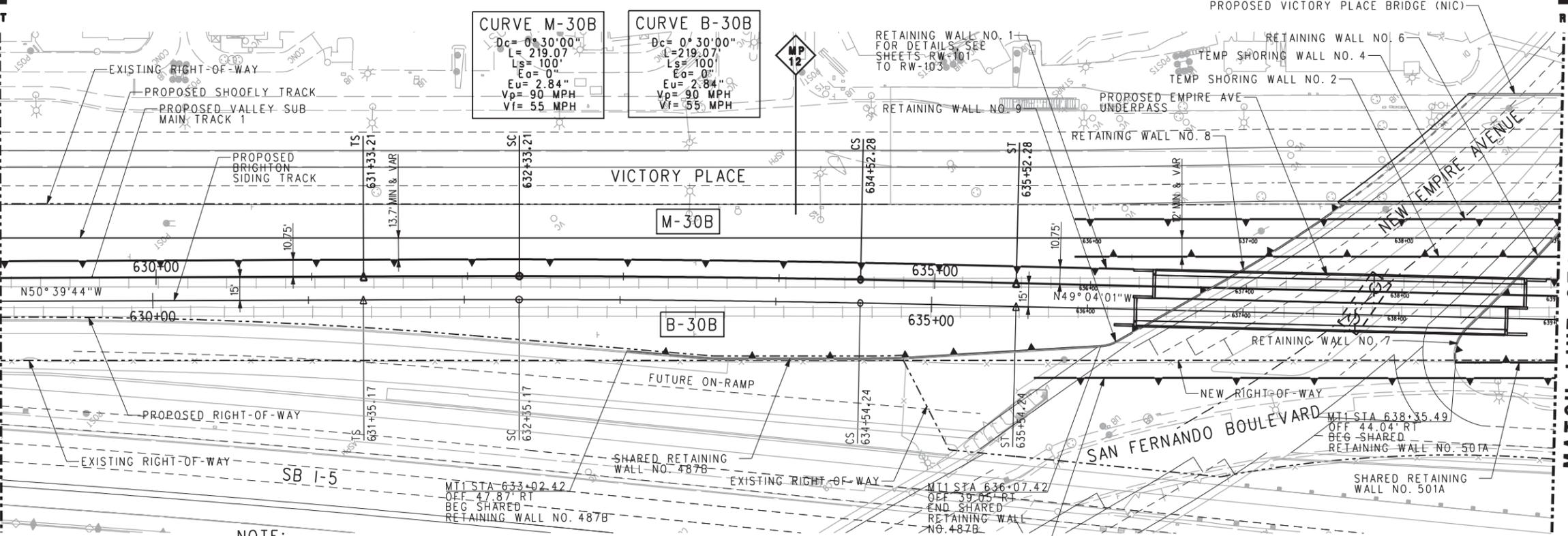
TO LANCASTER, CA

RR EAST

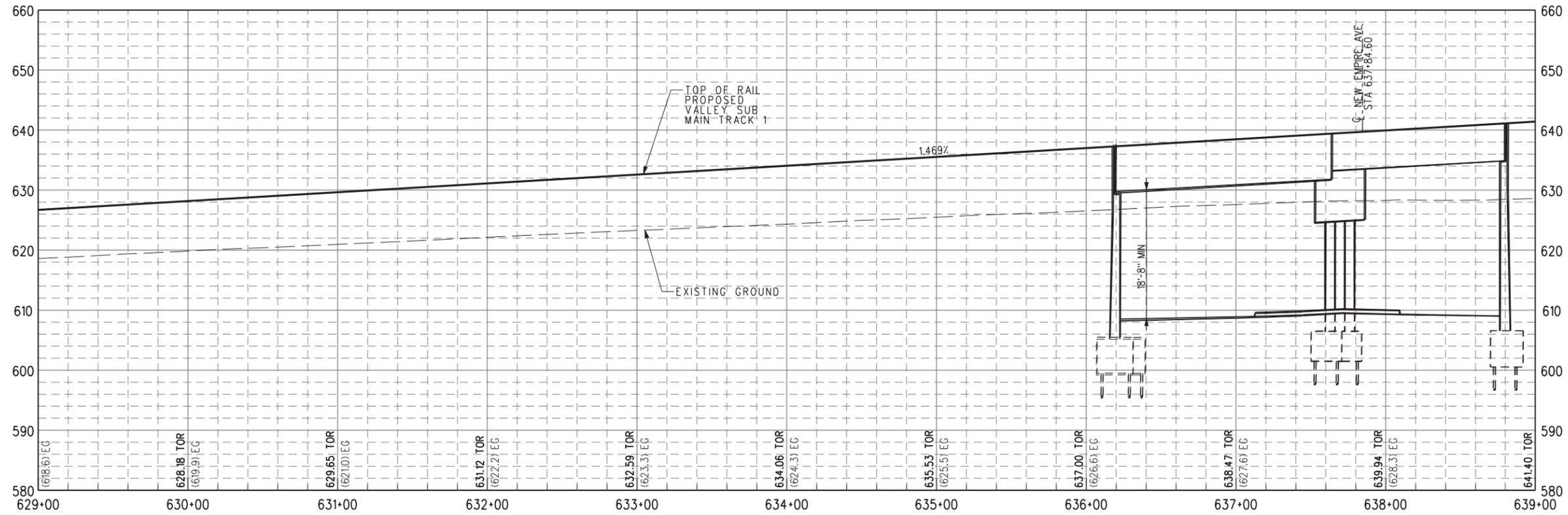
RR WEST

MATCH LINE STA. 629+00.00
SEE DRAWING CT-021

MATCH LINE STA. 639+00.00
SEE DRAWING CT-023



NOTE:
 1. SEE NOTES ON CT-019
 2. FOR BRIDGE LIMITS SEE S1-001



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 with the Southern California
 Regional Rail Authority

DESIGNED BY
A. GRANDOV
 DRAWN BY
A. GRANDOV
 CHECKED BY
A. BOSCH
 APPROVED BY
P. NICHOLSON
 DATE
 9/22/2010



METROLINK
 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 700 SOUTH FLOWER STREET, 26TH FLOOR
 LOS ANGELES, CALIFORNIA 90017

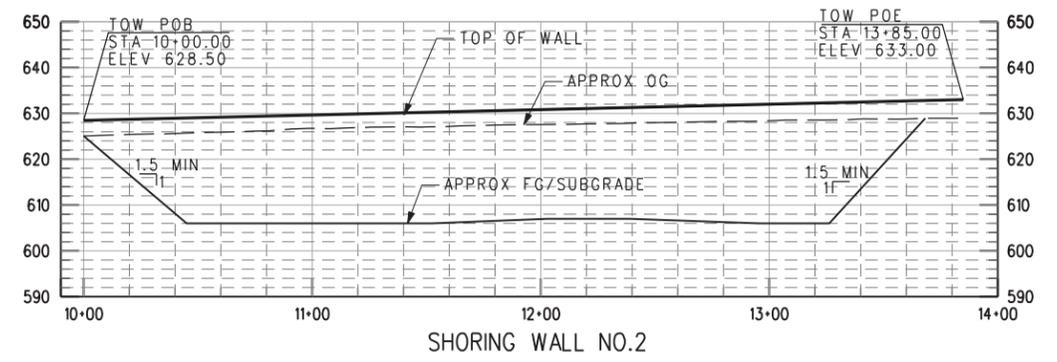
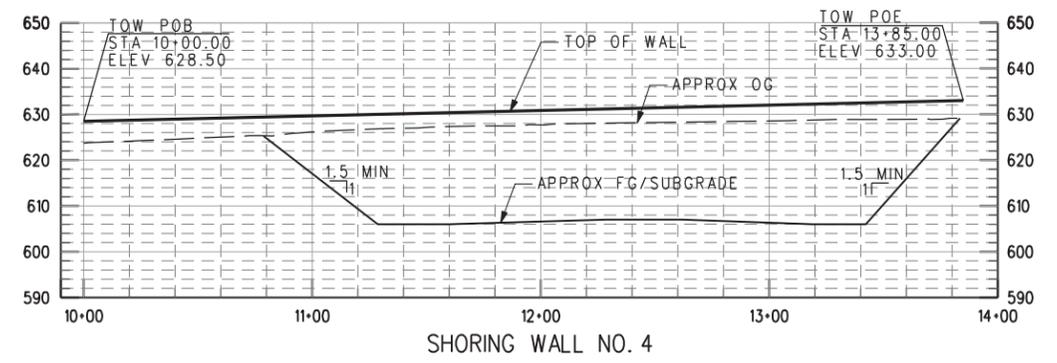
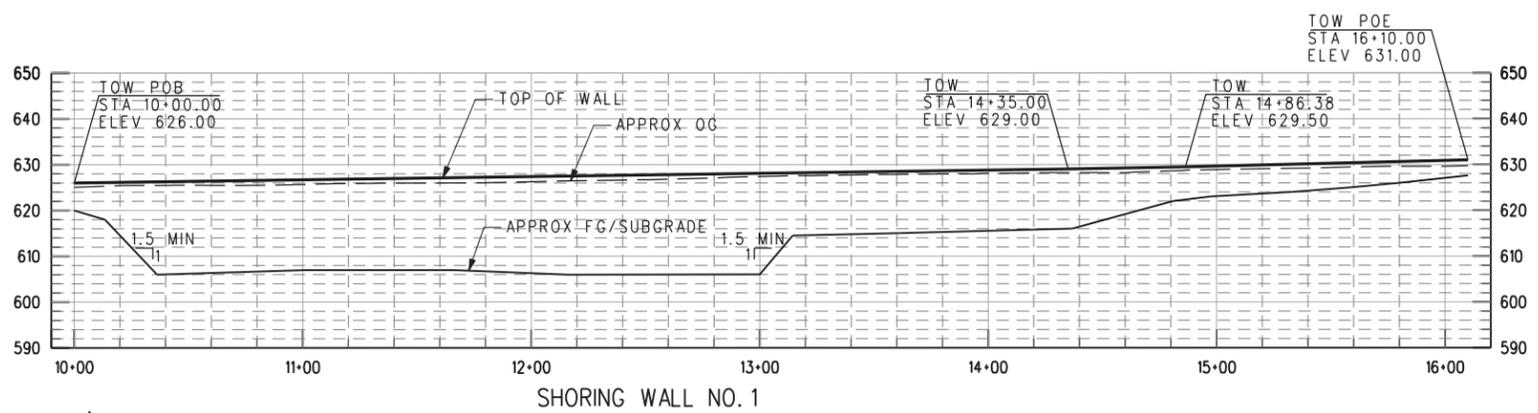
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METROLINK COMMUTER RAIL SYSTEM
EMPIRE AVENUE AND BUENA VISTA STREET GRADE SEPARATIONS
 VALLEY SUB MAIN LINE TRACK PLAN AND PROFILE
 SHEET 4 OF 12

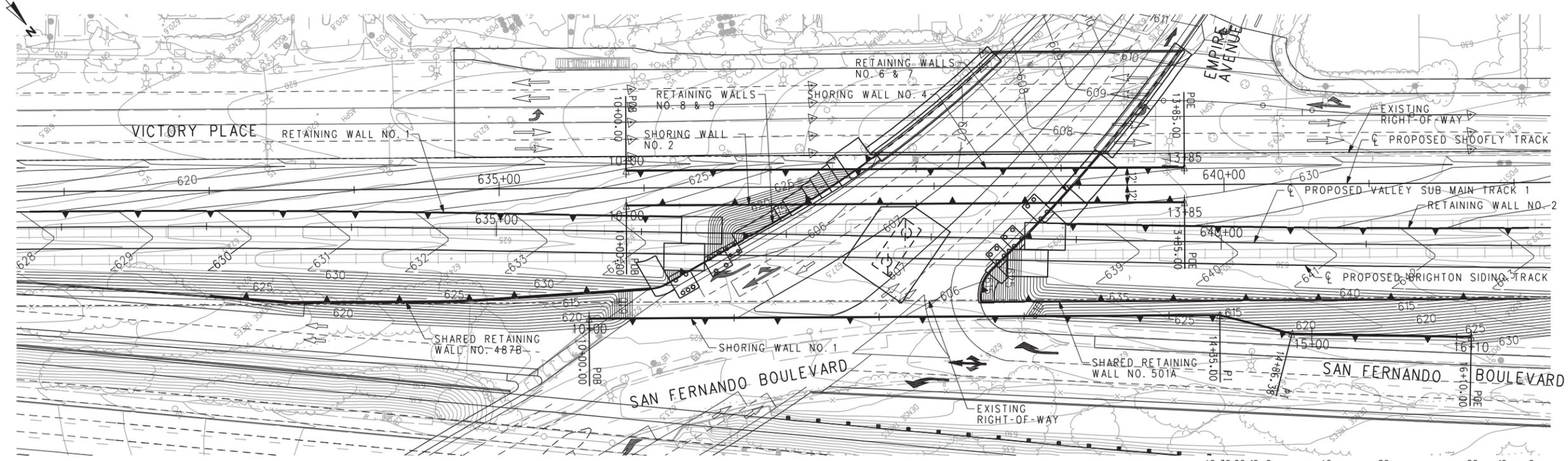
CONTRACT NO. **E737B-08**
 DRAWING NO. **CT-022**
 REVISION SHEET NO.
 0 56 OF 367
 SCALE **AS SHOWN**

REV.	DATE	DESCRIPTION	BY	SUB.	APP.

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PROFILE



PLAN



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DESIGNED BY
V. KOZITSKY
 DRAWN BY
P. LAUGHLIN
 CHECKED BY
P. NICHOLSON
 APPROVED BY
P. NICHOLSON
 DATE
9/22/2010



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 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 700 SOUTH FLOWER STREET, 26TH FLOOR
 LOS ANGELES, CALIFORNIA 90017

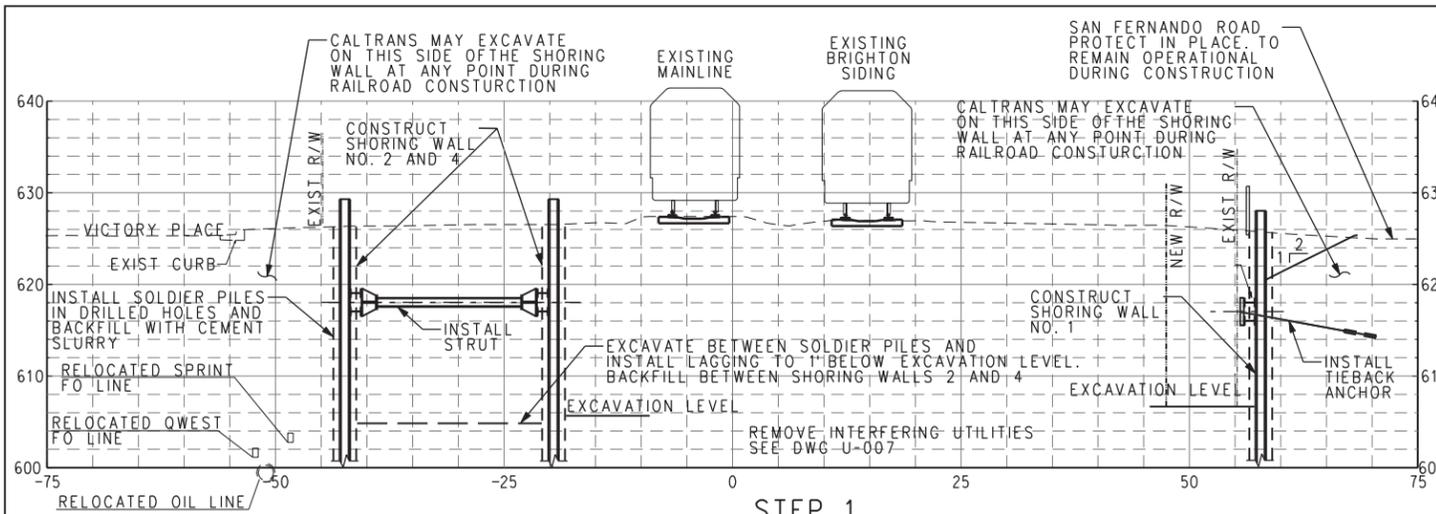
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METROLINK COMMUTER RAIL SYSTEM
EMPIRE AVENUE AND BUENA VISTA STREET GRADE SEPARATIONS
 EMPIRE SHORING WALLS
 SHORING WALLS NO. 1, 2 AND 4 LAYOUT

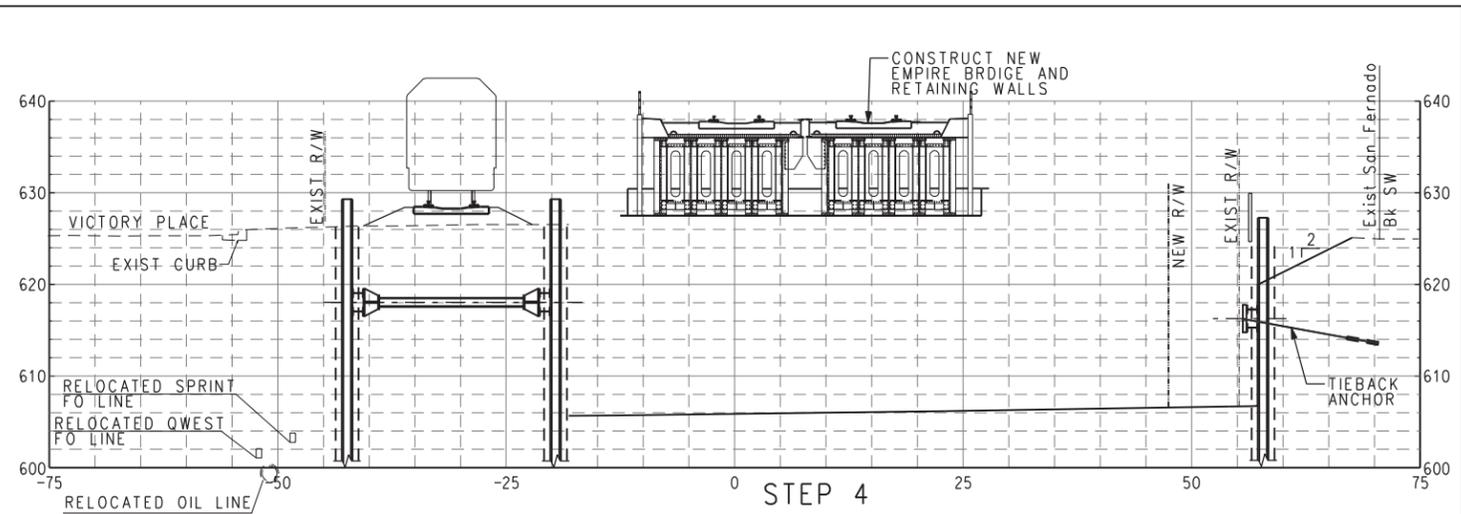
CONTRACT NO. E737B-08	
DRAWING NO. W-050	
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SCALE HORIZ 1"=40' VERT 1"=20'	

REV.	DATE	DESCRIPTION	BY	SUB.	APP.

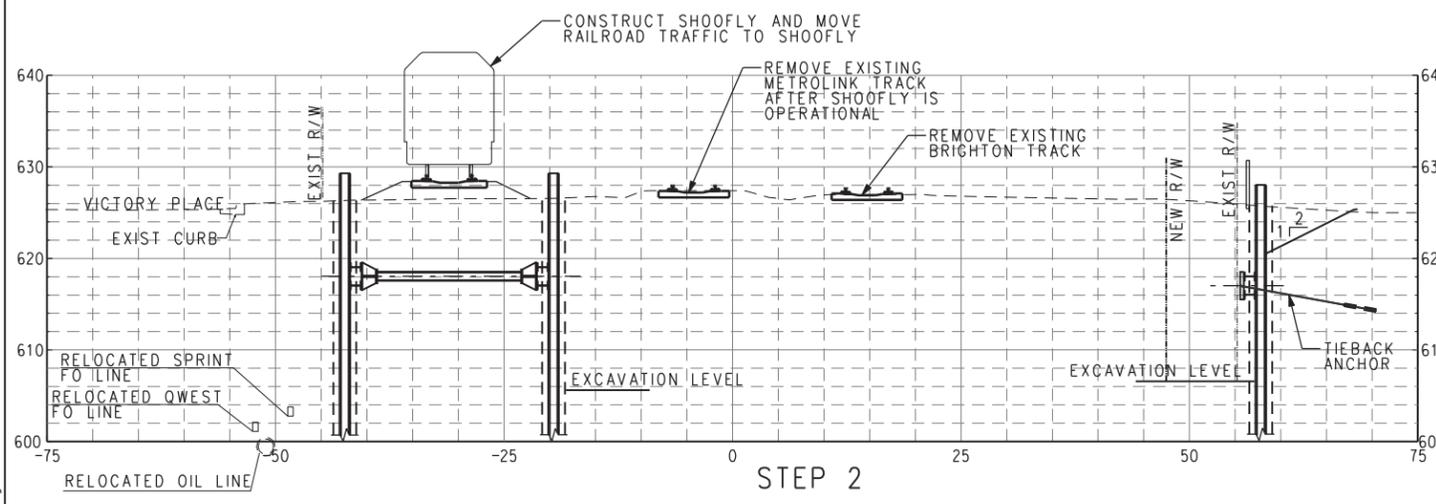
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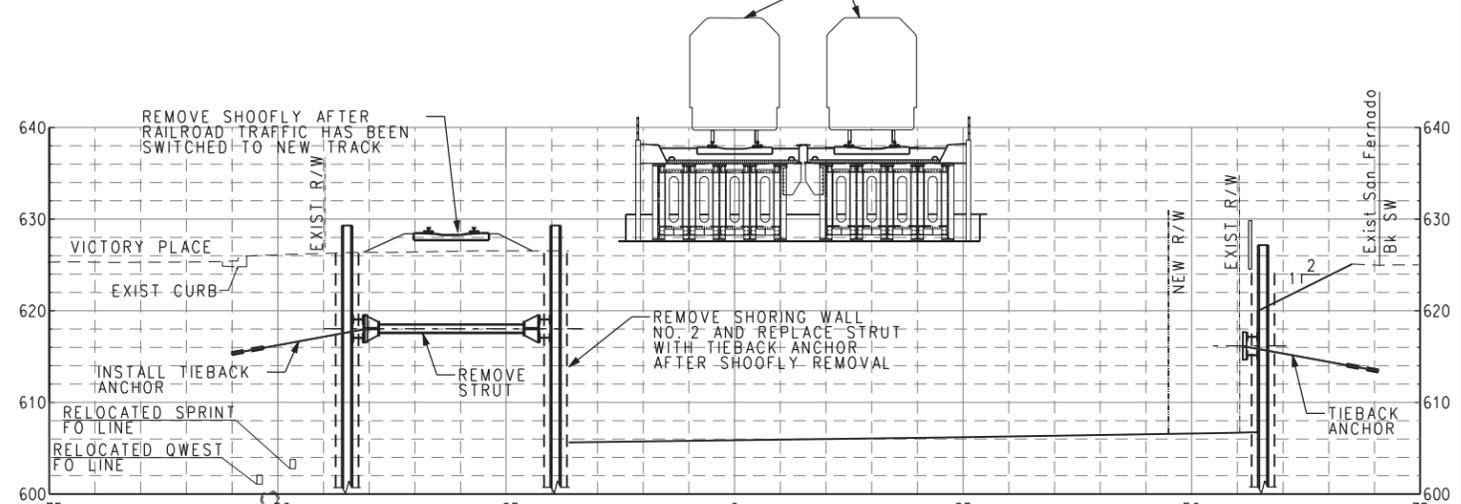
STEP 1



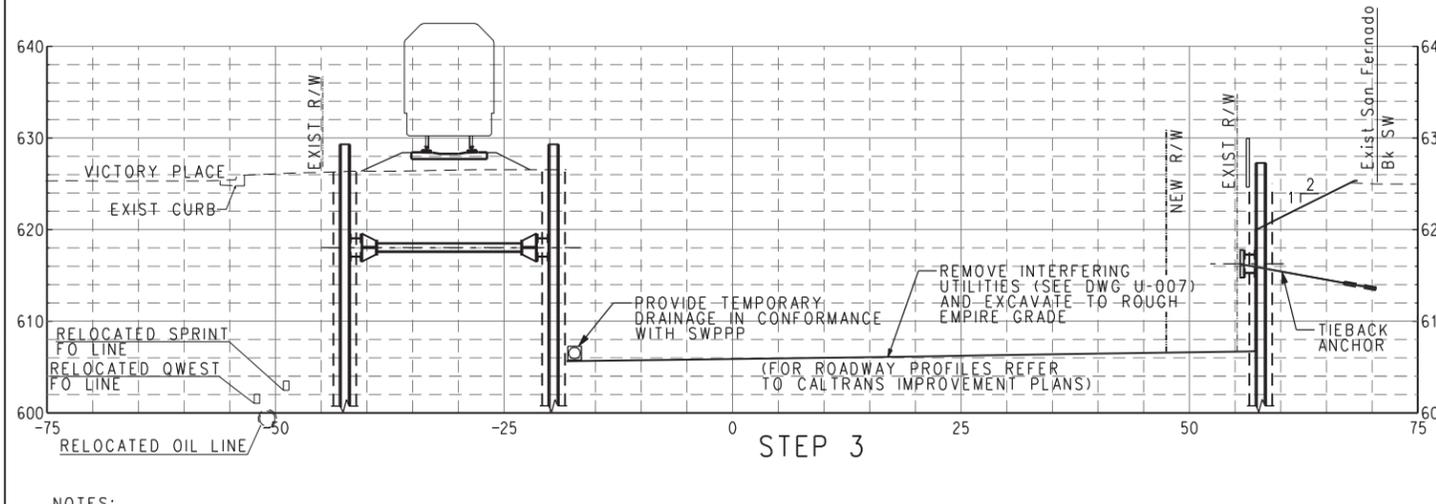
STEP 4



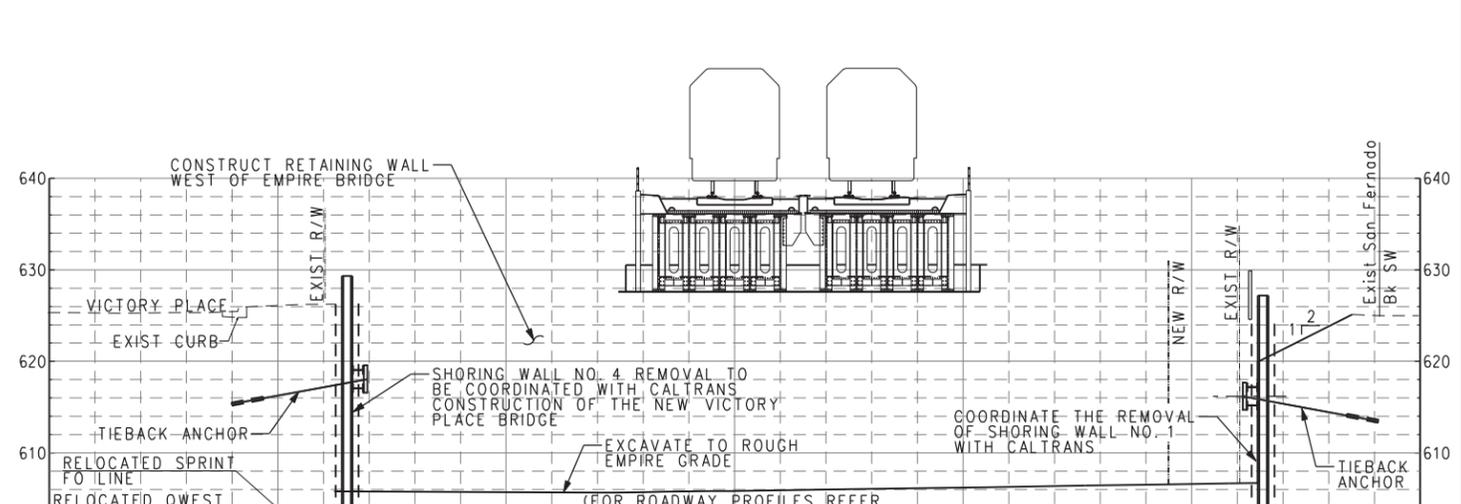
STEP 2



STEP 5



STEP 3



STEP 6

NOTES:
1. FOLLOW THE SEQUENCE OF CONSTRUCTION DELINEATED ON TS-001 TO TS-004 AND W-004, W-005, W-028, W-029, W-104, AND W-105

USER = granddov
3/3/2011 9:11:24 AM
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100% SUBMITTAL

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DESIGNED BY
K. BARTELLE
DRAWN BY
P. LAUGHLIN
CHECKED BY
P. NICHOLSON
APPROVED BY
P. NICHOLSON
DATE
9/22/2010

METROLINK
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
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LOS ANGELES, CALIFORNIA 90017

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www.aecom.com

METROLINK COMMUTER RAIL SYSTEM
EMPIRE AVENUE AND BUENA VISTA STREET GRADE SEPARATIONS
STAGE 2: EMPIRE AVENUE SHORING SECTIONS

CONTRACT NO. E737B-08	
DRAWING NO. W-052	
REVISION 0	SHEET NO. 210 OF 367
SCALE NONE	

REV.	DATE	DESCRIPTION	BY	SUB.	APP.

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EXHIBIT B-3

PROPOSED CROSSING PROFILE

Per CPUC Rules of Practice and Procedure 3.7(f)

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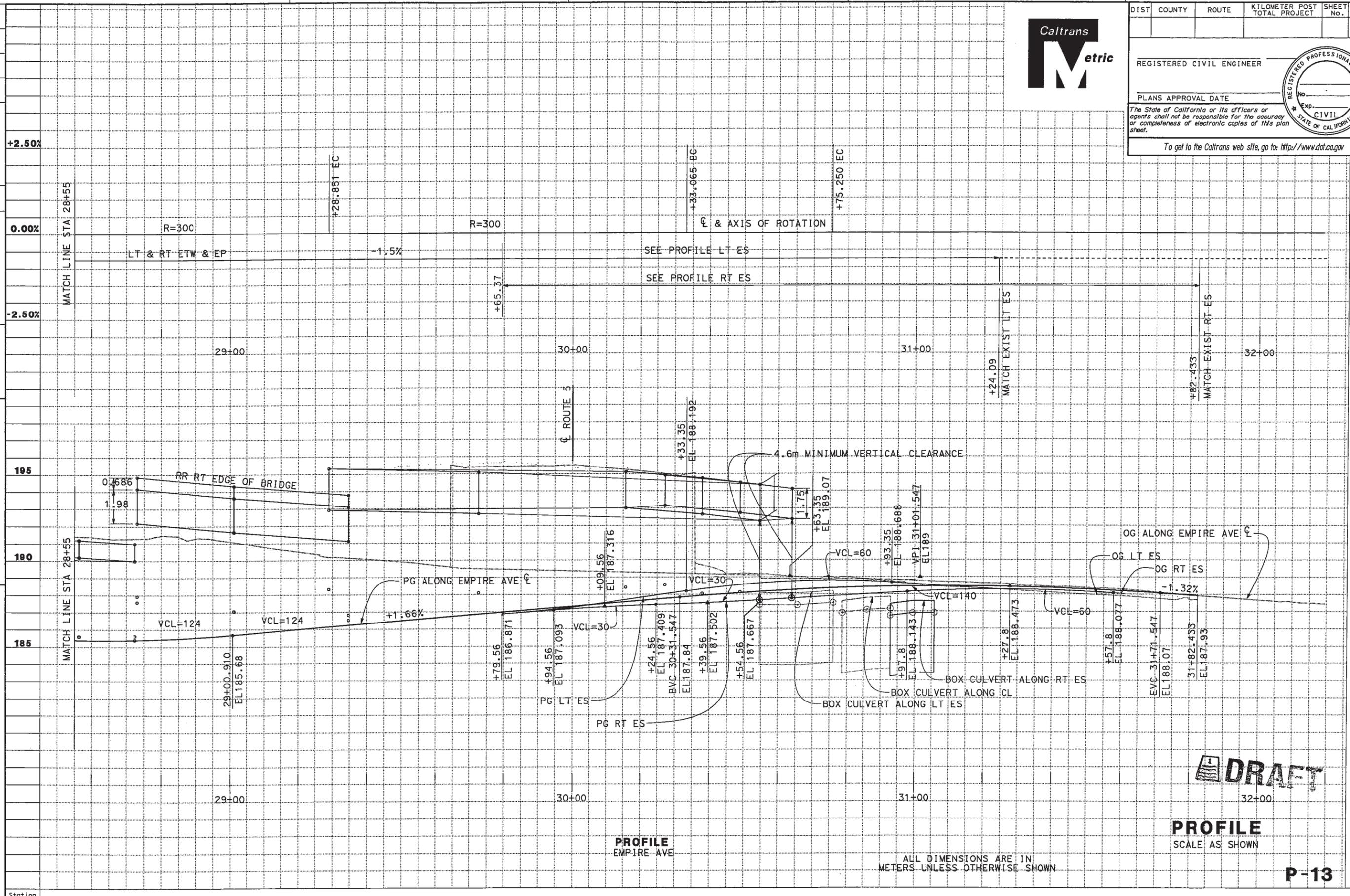
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PROJECT ENGINEER

CALCULATED/DESIGNED BY
CHECKED BY

DATE REVISED BY
DATE REVISED



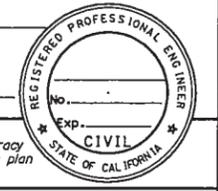
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>



PROFILE
EMPIRE AVE

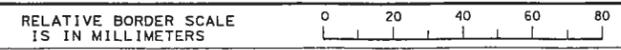
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PROFILE
SCALE AS SHOWN

DRAFT

P-13

Station	Exc	Emb
m ³		



USERNAME => s128982
DGN FILE => 7133501fb013.dgn

CU 00000

EA 00000

LAST REVISION
00-00-00 DATE PLOTTED => 04-NOV-2007
TIME PLOTTED => 06:38

EXHIBIT C

VICINITY MAP

Per CPUC Rules of Practice and Procedure 3.7(e)

EXHIBIT D

SIGNATURE PAGES FOR:

- 1. MITIGATED NEGATIVE DECLARATION**
- 2. FINDING OF NO SIGNIFICANT IMPACT**
- 3. INITIAL STUDY/ENVIRONMENTAL
ASSESSMENT**
- 4. UPRR'S LETTER OF AGREEMENT**
- 5. CITY OF BURBANK'S LETTER OF
CONCURRENCE**

Initial Study / Environmental Assessment

Mitigated Negative Declaration / Finding of No Significant Impact



Interstate 5 / Empire Avenue Interchange City of Burbank, Los Angeles County



June 2002

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

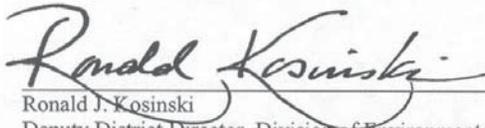
Description

The California Department of Transportation, District 7 and the City of Burbank are proposing to construct a new interchange on Interstate 5 at Empire Avenue in the City of Burbank, Los Angeles County. The project limits extend roughly from Burbank Boulevard to Buena Vista Street in the City of Burbank. The proposed interchange construction will include constructing a full diamond interchange configuration on Interstate 5 at Empire Avenue.

Determination

The California Department of Transportation has prepared an Initial Study/Environmental Assessment. On the basis of this study it is determined that after mitigation the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no adverse effects on businesses, residences, schools or public facilities, neighborhoods, employment, or the area economy.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. There will be no adverse impacts on archaeological, cultural or historic, parkland, recreational, or scenic areas.
4. Construction of the proposed project will occur in proximity to noise sensitive businesses. Through implementation of the identified measures to minimize harm, there will be no significant impacts on noise, air quality, or water quality.
5. There will be no effects on wetland, floodplain, or agricultural areas.
6. There will be no impacts on scenic resources.
7. There will be no adverse impacts on local traffic.



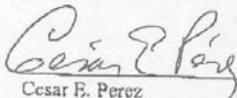
Ronald J. Kosinski
Deputy District Director, Division of Environmental Planning
California Department of Transportation
District 7

June 21, 2002
Date

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR**

Interstate 5 @ Empire Avenue Interchange
From Burbank Boulevard to Buena Vista Street in the
City of Burbank, Los Angeles County, California

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and appropriate measures to minimize harm. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA assumes full responsibility for the accuracy, scope, and content of the attached EA.



Cesar E. Perez
Senior Transportation Engineer
Federal Highway Administration

6/21/02
Date

The California Department of Transportation (Caltrans) is proposing to construct a new interchange on Interstate 5 (I-5) at Empire Avenue in the City of Burbank. The project limits extend roughly from Walnut Avenue (Kilometer Post 47.65) to Church Street (Kilometer Post 49.97) in Los Angeles County.

Initial Study/Environmental Assessment

State of California Department of Transportation

And

U.S. Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)



Ronald J. Kosinski
Deputy District Director
California Department of Transportation

May 1, 2001

Date



Michael G. Ritchie
Division Administrator
Federal Highway Administration

6/13/01

Date

The following person may be contacted for additional information concerning this document:

Ron Kosinski, Deputy District Director
Division of Environmental Planning
California Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012

Evidence of Agreement - UPRR:

I, Kenneth Tom, am an employee of UPRR and am authorized to sign this letter of agreement on its behalf, hereby declare that UPRR concurs with the proposed project described above.

Kenneth Tom, Manager of Special Projects – Industry & Public
Typed Name and Title

Kenneth Tom - 12/6/2010
Signature and Date



PUBLIC WORKS
DEPARTMENT

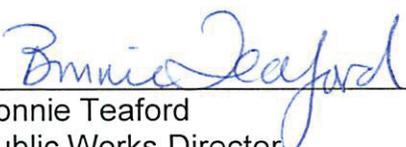
CITY OF BURBANK
275 EAST OLIVE AVENUE, P.O. BOX 6459, BURBANK, CALIFORNIA 91510-6459
www.ci.burbank.ca.us

February 3, 2011

Laurence Michael
California Public Utilities Commission
Los Angeles Office
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Subject: Application of Southern California Regional Rail
Authority (SCRRA) to construct a new railroad underpass
Proposed CPUC Number 101VY-12.08B

Please be advised that I have been authorized by the City Council of the City of Burbank to issue this letter of concurrence in the application of the Southern California Regional Rail Authority (SCRRA) to construct a new railroad underpass at Empire Avenue on Metrolink Valley Subdivision Mile Post 12.08, Proposed CPUC Number 101VY-12.08B.



Bonnie Teaford
Public Works Director
City of Burbank

Cc: City Clerk

RESOLUTION NO. 28,267

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE A LETTER OF CONCURRENCE ON BEHALF OF THE CITY OF BURBANK RELATED TO THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY'S APPLICATION TO THE CALIFORNIA PUBLIC UTILITIES COMMISSION FOR A RAIL HIGHWAY GRADE SEPARATION AT EMPIRE AVENUE.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES THAT:

The Public Works Director or her designee is authorized to execute a letter of concurrence on behalf of the City related to the Southern California Regional Rail Authority's application to the California Public Utilities Commission for a rail highway grade separation at Empire Avenue.

PASSED and ADOPTED this 11th day of January, 2011.

s/Anja Reinke
Anja Reinke
Mayor of the City of Burbank

Attest:

s/Margarita Campos
Margarita Campos, CMC, City Clerk

Approved as to Form and Legal Content:
Dennis A. Barlow, City Attorney

By: s/Terry B. Stevenson
Terry B. Stevenson
Senior Assistant City Attorney

c: B. Teaford, K. Johnson, S. Richardson, J. Batayneh-PW

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Margarita Campos, CMC, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the 11th day of January, 2011, by the following vote:

AYES: Council Members Bric, Golonski, Gordon, Talamantes and Reinke.
NOES: Council Members None.
ABSENT: Council Members None.

s/Margarita Campos
Margarita Campos, CMC, City Clerk