

**PROPOSED RESOLUTION**

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

RAIL SAFETY DIVISION  
RAIL CROSSINGS AND ENGINEERING BRANCH

Resolution SX-138  
May 28, 2020

**RESOLUTION**

RESOLUTION SX-138 GRANTING METRO GOLD LINE FOOTHILL  
EXTENSION AUTHORITY, ON BEHALF OF LOS ANGELES  
COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, A  
TEMPORARY DEVIATION FROM GENERAL ORDER 26-D,  
SECTION 2.1, ALLOWING AN OVERHEAD CLEARANCE OF NOT  
LESS THAN 20 FEET ABOVE THE TOP OF THE HIGHEST RAIL AT  
THE PROPOSED LONE HILL AVENUE LIGHT RAIL TRANSIT  
BRIDGE STRUCTURE IN GLENDORA, LOS ANGELES COUNTY.

**SUMMARY**

By a letter dated February 5, 2020, and pursuant to Section 16.2 of California Public Utilities Commission General Order 26-D, the Metro Gold Line Foothill Extension Authority, on behalf of Los Angeles County Metropolitan Transportation Authority, requests a temporary deviation from Section 2.1 of California Public Utilities Commission General Order 26-D, which requires 22 feet 6 inches minimum overhead clearance above railroad tracks. The Metro Gold Line Foothill Extension Authority will construct a light rail transit bridge over Lone Hill Avenue and an existing single-track freight rail at-grade crossing. This resolution authorizes a deviation for a temporary overhead clearance of no less than 20 feet above the top of the highest rail during the construction of the Lone Hill Avenue light rail transit bridge structure in Glendora, Los Angeles County.

## **BACKGROUND**

The Metro Gold Line Foothill Extension light rail transit phase 2B project (Foothill Phase 2B) continues the Metro Gold Line from its terminus in City of Azusa for approximately 12.3 miles of double light rail transit (LRT) tracks. It includes six (6) stations located in the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County, and City of Montclair in San Bernardino County.

The Metro Gold Line Foothill Extension Authority (Foothill Authority) proposes to construct an overhead LRT bridge over Lone Hill Avenue single track at-grade highway-rail crossing (crossing). The crossing is identified as California Public Utilities Commission (CPUC) Crossing Number (No.) 101PA-111.70 and United States Department of Transportation (DOT) Crossing No. 026200J. The BNSF Railway Company (BNSF) operates one round-trip freight train per day through the crossing. The Southern California Regional Rail Authority (SCRRA) maintains the tracks and crossing warning devices.

Foothill Authority filed Application (A.)1803007 requesting authority to construct a grade-separated highway-light rail crossing over Lone Hill Avenue. The CPUC Decision (D.)1901038 authorized construction of the new grade-separated highway-light rail crossing, identified as CPUC Crossing No. 84P-29.27BT and DOT Crossing No. 026200J.

## **DISCUSSION**

Foothill Authority requests an exemption from CPUC General Order (GO) 26-D, Section 2.1 which requires minimum overhead clearance above railroad tracks of 22 feet 6 inches. During construction of the LRT bridge, Foothill Authority proposes to build a temporary false-work structure, over the freight track with a temporary overhead clearance of 20 feet above the top of the highest rail. The LRT bridge construction is scheduled for approximately six months and once complete, the final structure overhead clearance will be 24 feet, thereby exceeding the 22 feet 6 inches minimum requirement of CPUC GO 26-D.

Foothill Authority has served SCRRA and BNSF with a copy of this request. Both SCRRA and BNSF have provided concurrence with the proposed temporary reduced overhead clearance.

The Rail Safety Division's (RSD) Rail Crossings and Engineering Branch (RCEB) has reviewed and analyzed Foothill Authority's request. RCEB recommends that the requested exemption from the requirements of CPUC GO 26-D, Section 2.1 be granted.

### **NOTICE**

On April 21, 2020, this Resolution was published on the Commission's Daily Calendar.

### **COMMENTS**

The draft resolution of the Rail Safety Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(d)(1) of the Commission's Rules of Practice and Procedure.

\_\_\_\_\_ comments were received.

### **FINDINGS**

1. Foothill Authority requests a temporary deviation from the CPUC GO 26-D required minimum overhead clearance above railroad tracks of 22 feet 6 inches, to construct temporary false-work and an LRT bridge structure over Lone Hill Avenue in Glendora, Los Angeles County.
2. The CPUC D.1901038 authorized Foothill Authority to construct the new grade-separated highway-light rail crossing identified as CPUC Crossing No. 84P-29.27BT and DOT Crossing No. 026200J.
3. The CPUC is permitted to grant exemptions to clearance requirements pursuant to CPUC GO 26-D, Section 16.2. The Foothill Authority provided

the RSD RCEB with "full statement of the conditions existing and the reason why such exemption is asked," as required by CPUC GO 26-D, Section 16.2.

4. Construction is scheduled for approximately six months and once complete, the final bridge structure overhead clearance will be 24 feet, complying with the requirements of CPUC GO 26-D.
5. RCEB has reviewed the proposal and finds that the request has merit and should be granted.

**THEREFORE, IT IS ORDERED THAT:**

1. The Metro Gold Line Foothill Extension Authority, on behalf of Los Angeles County Metropolitan Transportation Authority, is authorized to temporarily deviate from the provisions of Section 2.1 of California Public Utilities Commission General Order 26-D requiring a minimum overhead clearance of 22 feet 6 inches over the track at the Lone Hill Avenue at-grade highway-rail crossing, identified as California Public Utilities Commission Number 101PA-111.70 and United States Department of Transportation Crossing Number 026200J in Glendora, Los Angeles County.
2. The Metro Gold Line Foothill Extension Authority shall construct a grade-separated highway-light rail crossing, identified as California Public Utilities Commission Crossing Number 84P-29.27BT and United States Department of Transportation Crossing Number 026200J, over the Lone Hill Avenue at-grade highway-rail crossing with a temporary overhead clearance of no less than 20 feet from the bottom of temporary false-work to the top of the highest rail during construction.
3. The Metro Gold Line Foothill Extension Authority shall notify the Southern California Regional Rail Authority, BNSF Railway Company, and Los Angeles office of the California Public Utilities Commission's Rail Safety Division – Railroad Operations and Safety Branch and Rail Crossings and Engineering Branch at least 15 days but not more than 30 days in advance of the date when the Metro Gold Line Foothill Extension Authority will create

the temporary reduced vertical clearance. This notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

4. The Southern California Regional Rail Authority and BNSF Railway Company shall issue instructions to all individuals responsible for operation of trains over this track of the temporary reduced vertical clearance of 20 feet, and submit in advance of the date when the Metro Gold Line Foothill Extension Authority will create the temporary reduced vertical clearance to the Los Angeles office of the California Public Utilities Commission's Rail Safety Division – Railroad Operations and Safety Branch and the Rail Crossings and Engineering Branch. This notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).
5. The final bridge structure overhead clearance shall comply with the California Public Utilities Commission General Order 26-D minimum overhead clearance requirement of 22 feet 6 inches over the track at the Lone Hill Avenue at-grade highway-rail crossing.
6. This resolution is effective today.

I certify that this resolution was adopted by the Public Utilities Commission at its regular meeting held on May 28, 2020. The following Commissioners voting favorably thereon:

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ALICE STEBBINS  
Executive Director