Appendix A. SHPO Correspondence, January 19, 2017

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Avenue, SE.
Washington, D.C. 20590

January 19, 2017

Ms. Julianne Polanco
State Historic Preservation Officer
California State Parks
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attn: Natalie Lindquist

Subject: **Initiation of Section 106 Consultation, Establishment of the Area of Potential Effects, and Identification of Potential Consulting Parties for the Rosecrans/Marquardt Grade Separation Project, City of Santa Fe Springs, Los Angeles County, California**

Dear Ms. Polanco:

The U.S. Department of Transportation (USDOT) has selected the Los Angeles County Metropolitan Transportation Authority (LA Metro) to receive funding under the 2016 Transportation Investment Generating Economic Recovery (TIGER) grant program for construction of the proposed Rosecrans/Marquardt Grade Separation Project (Project or Undertaking). The USDOT's Federal Railroad Administration (FRA) is administering this particular TIGER grant.

FRA, in coordination with LA Metro and the City of Santa Fe Springs (City), is preparing an Environmental Assessment for the Project in accordance with the National Environmental Policy Act (NEPA) and FRA's NEPA procedures. FRA is coordinating the NEPA process with compliance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) "Protection of Historic Properties" (Section 106). This letter is being transmitted to initiate the Section 106 consultation process for the Undertaking, as well as to seek concurrence from your office with FRA's proposed area of potential effects (APE) and your input regarding potential consulting parties.

The Project will elevate, on structure, the active intersection of Rosecrans and Marquardt roadways with the operating Burlington Northern Santa Fe (BNSF) railroad corridor. It is intended to improve safety, maintain easy access for emergency responders, minimize right-of-way and utility impacts, minimize impacts to BNSF facilities and operations, and provide for future high speed rail service in California. The Project is located in the City of Santa Fe Springs, Los Angeles County (Project Map located in **Attachment 2**). The Project includes re-aligning Rosecrans Avenue to the south and constructing a grade-separated structure over the BNSF tracks. The

southern leg of Marquardt Avenue would be extended under the overcrossing and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A connector road would also be constructed to connect the northern leg of Marquardt Avenue and Stage Road to Rosecrans Avenue. Traffic signals would be installed at the Rosecrans Avenue/Marquardt Avenue intersection to the west and east of the overcrossing structure. Other improvements include sidewalk construction, street lighting installation, landscape replacement, and parking lot reconfiguration.

The Project Team, which consists of FRA, LA Metro, the City, and respective consultants, has identified a number of local government agencies, museums, historical societies, and members of the public who may be interested in the effects of the Undertaking on historic properties. The Project Team has compiled a list of potential consulting parties (**Attachment 1**) to participate in the Section 106 process. FRA will soon be contacting these parties by letter to invite them to consult. FRA requests that you please review the enclosed list and advise us if you are aware of other parties who should be invited to consult in the Section 106 process for this Undertaking.

Originally, this Project was initiated by LA Metro without federal financial assistance, and LA Metro has already taken steps toward ensuring the Project complies with the California Environmental Quality Act (CEQA); this includes LA Metro hiring environmental and cultural resources consultants to begin conducting relevant analyses. Recently, USDOT/FRA awarded additional funding for the Project through the 2016 TIGER program; subsequently, FRA is now serving as the lead federal agency for compliance with NEPA and Section 106.

Using information prepared by LA Metro's cultural resources consultants, GPA Consulting, a proposed APE has been established to include all areas that could potentially be affected either directly or indirectly by the Undertaking. This area includes 25 parcels that contain built resources, and one vacant parcel. Of these 26 properties, nine include buildings that are greater than 45 years of age. The proposed APE also includes a segment of BNSF track and a concrete bridge over Coyote Creek. The vertical extent of the proposed APE is approximately 100 feet below grade at its lowest points, which are at the locations of the 28 concrete piles that are necessary to support the proposed overcrossing structure. The proposed APE also extends 35 feet above grade at the tallest points of the proposed overcrossing structure. **Attachment 2** depicts the proposed Rosecrans/Marquardt APE. By way of this letter and in accordance with 36 CFR 800.4(a)(1), FRA requests concurrence from your office that the definition and enclosed map adequately determine and document the Rosecrans/Marquardt APE.

FRA looks forward to receiving your response within 30 days of your receipt of this submittal. If you have questions or require additional information about the Project, please contact Stephanie Perez, FRA Environmental Protection Specialist, at (202) 493-0388 or stephanie.perez@dot.gov.

Sincerely,

Laura Shick
Federal Preservation Officer
Environmental and Corridor Planning Division
Office of Railroad Policy and Development

Cc: Stephanie Perez, FRA
Lyle Leitelt, FRA
Jeanet Owens, LA Metro

Enclosures:

1. Consulting Parties List
2. Project Location Map & Proposed APE map

ATTACHMENT 1

Rosecrans-Marquardt Grade Separation Interested Parties to be Contacted:

Los Angeles Conservancy
Adrian Scott Fine, Director of Advocacy or Laura Dominguez, Preservation Coordinator 523 W. Sixth St., Suite 826,
Los Angeles, CA 90014 (213) 623-2489
afine@laconservancy.org or ldominguez@laconservancy.org

Santa Fe Springs City Library
11700 Telegraph Rd.
Santa Fe Springs, CA 90670
562-868-7738
library@santafesprings.org

Santa Fe Springs Planning and Development Department
Wayne M. Morrell, Director of Planning
11710 E. Telegraph Road
Santa Fe Springs, CA 90670
(562) 868-0511
WayneMorrell@santafesprings.org

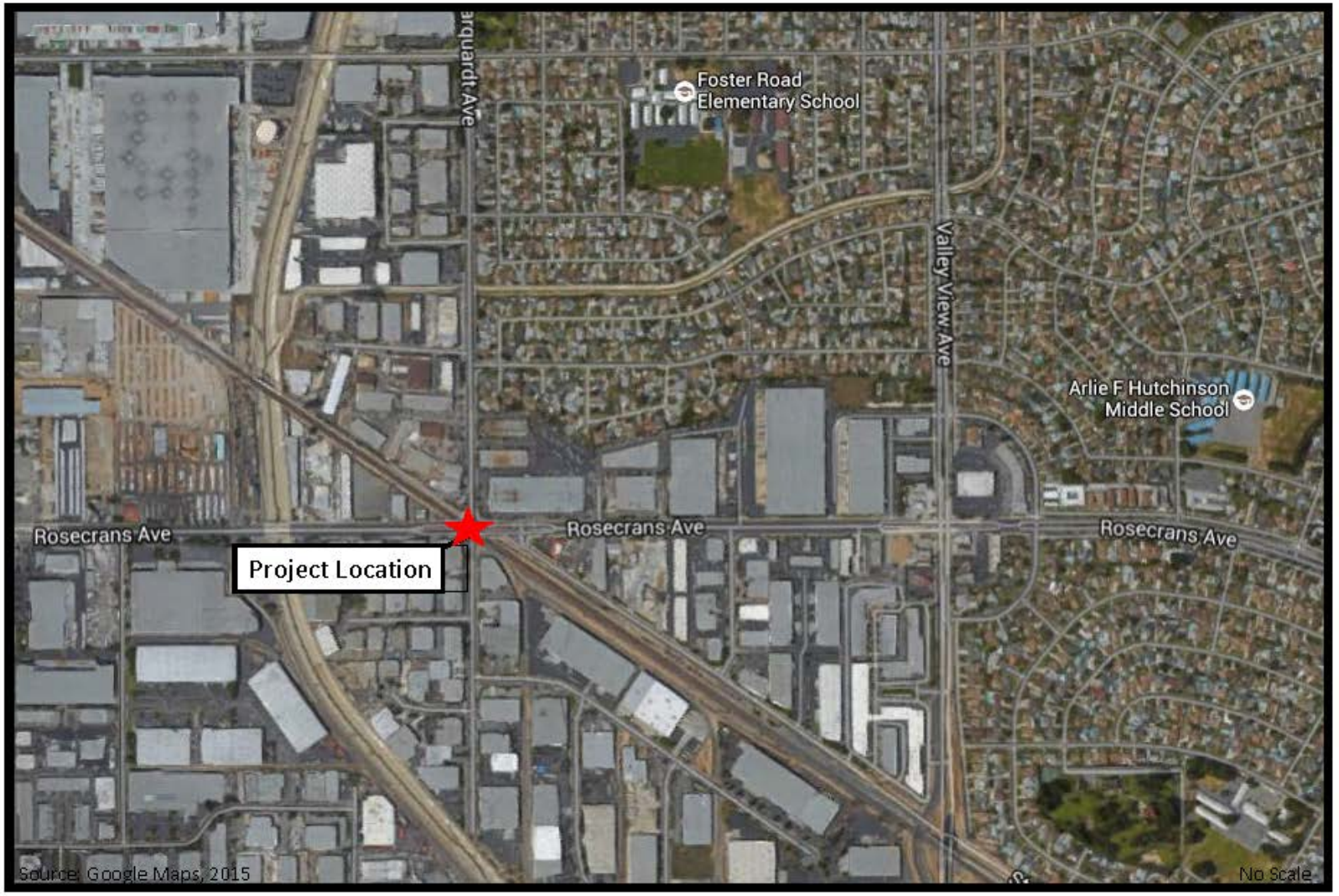
Santa Fe Springs Planning Commission
Michael Madrigal, Chairperson
City Hall - Council Chambers
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

Hathaway Ranch and Oil Museum
11901 East Florence Avenue
Santa Fe Springs, CA
(562) 777-3444
hathawayranch@gmail.com

Santa Fe Springs Historical Committee
Larry Oblea, Chairperson
Heritage Park Train Depot
12100 Mora Drive
Santa Fe Springs, CA 90670

Santa Fe Springs Heritage Park
12100 Mora Drive
Santa Fe Springs, CA 90670 (562) 946-6476

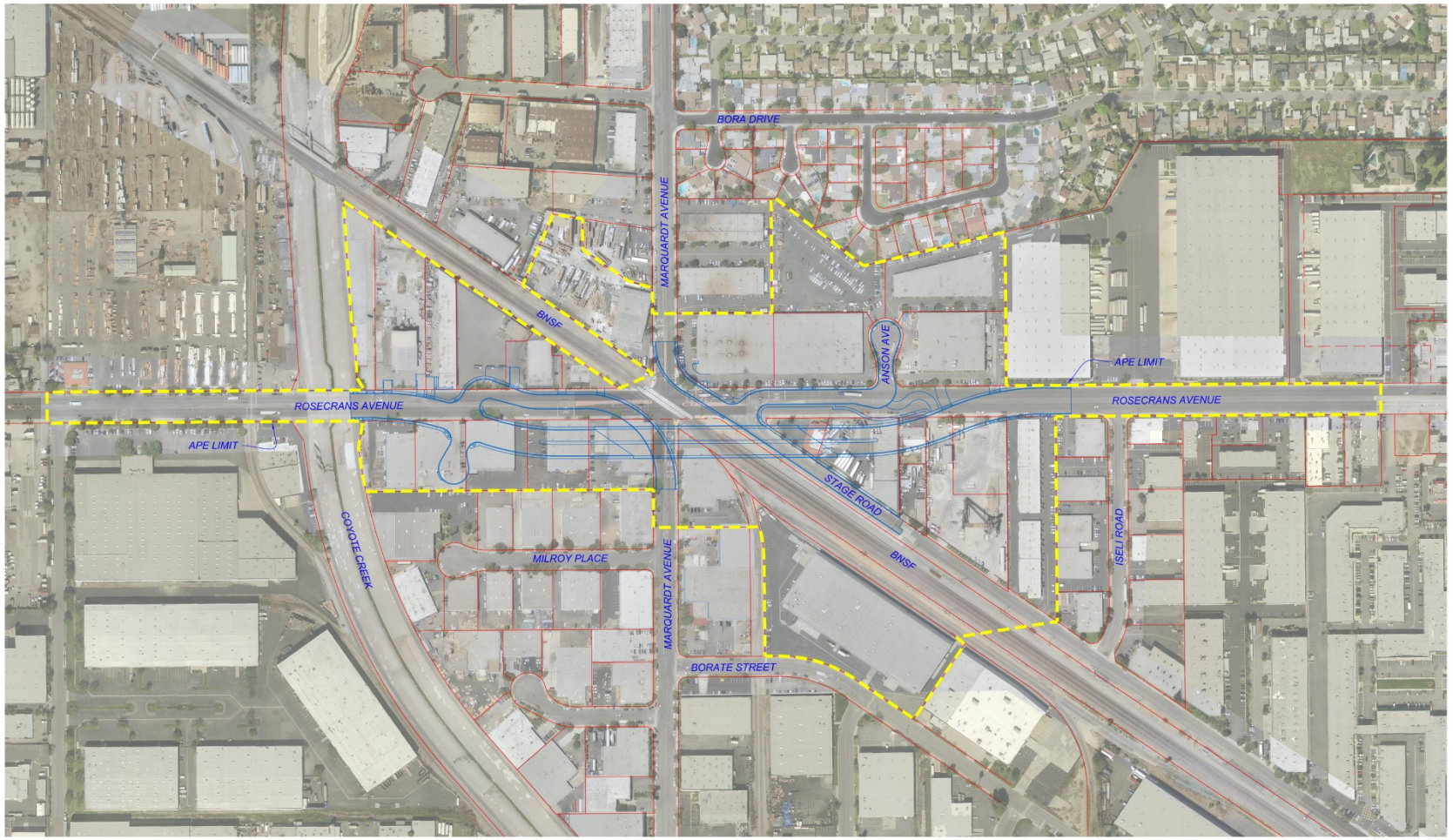
ATTACHMENT 2



Metro

PROJECT LOCATION MAP
Rosecrans at Marquardt Grade Separation Project

N



PLAN
SCALE: 1" = 150'-0"

Metro

ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

AREA OF POTENTIAL EFFECTS (APE) EXHIBIT | REVISION E | 09.15.2016

150' 75' 0 150' 300'
SCALE: 1" = 150'-0"

Appendix B. FRA Correspondence February 16, 2017

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

February 16, 2017

VIA EMAIL

In reply refer to: FRA_2017_0123_001

Laura Shick
Federal Preservation Officer
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Initiation of Section 106 Consultation, Establishment of the Area of Potential Effects, and Identification of Potential Consulting Parties for the Rosecrans/Marquardt Grade Separation Project, City of Santa Fe Springs, Los Angeles County, CA

Dear Ms. Schick:

This letter acknowledges receipt of your letter of January 19, 2017 initiating consultation for the above project. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

The Federal Railroad Administration (FRA), in consultation with Los Angeles County Metropolitan Transportation Authority (LA Metro) and the City of Santa Fe Springs, proposes to elevate, on structure, the active intersection of Rosecrans and Marquardt roadways with the operating Burlington Northern Santa Fe (BNSF) railroad corridor. It is intended to improve safety, maintain easy access for emergency responders, minimize right-of-way and utility impacts, minimize impacts to BNSF facilities and operations, and provide for future high speed rail service in California. The project includes re-aligning Rosecrans Avenue to the south and constructing a grade-separated structure over the BNSF tracks. The southern leg of Marquardt Avenue would be extended under the overcrossing and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A connector road would also be constructed to connect the northern leg of Marquardt Avenue and Stage Road to Rosecrans Avenue. Traffic signals would be installed at the Rosecrans Avenue/Marquardt Avenue intersection to the west and east of the overcrossing structure. Other improvements include sidewalk construction, street light installation, landscape replacement, and parking lot reconfiguration.

The FRA has identified a number of local government agencies, museums, historical societies, and members of the public who may have an interest in the Undertaking. FRA will soon be contacting these parties by letter to invite them to consult.

The proposed area of potential effect (APE) includes all areas that could potentially be affected either directly or indirectly by the Undertaking. This includes 25 parcels that contain built resources and one vacant parcel. The vertical extent of the proposed APE is approximately 100 feet below grade at its lowest points. The APE also extends 35 feet above grade at the tallest points of the proposed overcrossing structure.

Based on my review of the submitted documentation I have the following comments:

1) The APE for the proposed project appears adequate.

2) The FRA's plan to consult with interested parties appears adequate.

3) The FRA should also initiate Native American consultation pursuant to 36 CFR Part 800.3(f)(2).

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix C. SHPO Concurrence November 22, 2017

State of California • Natural Resources Agency
Edmund G. Brown Jr., *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 22, 2017

VIA ELECTRONIC MAIL

Reply in Reference To: FRA_2017_0123_001

Ms. Laura Shick, Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Rosecrans/Marquardt Grade Separation Project City of Santa Fe Springs, Los Angeles County

Dear Ms. Shick:

The Office of Historic Preservation (OHP) received supplemental information on October 25, 2017 in which the Federal Railroad Administration (FRA) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking in compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 470f), as amended, and its implementing regulations 36 CFR Part 800. FRA is requesting consultation with the SHPO on their determination of eligibility pursuant to 36 CFR 800.4(c)(2), and with their finding of no historic properties affected pursuant to 36 CFR §800.4(d)(1).

FRA, in coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) and the city of Santa Fe Springs, proposes to elevate, on structure, the active intersection of Rosecrans and Marquardt roadways with the operating Burlington Northern Santa Fe (BNSF) railroad corridor. FRA has defined and documented the area of potential effects (APE) to include all areas that could potentially be affected either directly or indirectly by the undertaking. This includes 25 parcels that contain built resources and one vacant parcel. The vertical extent of the proposed APE is approximately 100 feet below grade at its lowest points. The APE also extends 35 feet above grade at the tallest points of the proposed overcrossing structure.

On August 24, 2017, OHP staff contacted FRA staff via electronic mail requesting that FRA submit documentation of their finding of no historic properties affected to the SHPO as set forth in 36 CFR §§800.11(d)(2) and 800.11(d)(3). On October 25, 2017, FRA submitted the following supplemental information: a map depicting the inaccessible and un-surveyed areas of the APE; and an analysis of the potential for encountering subsurface prehistoric archaeological resources within the vertical APE.

Efforts to identify historic properties that may be affected by the undertaking included a records search at the South Central Coastal Information Center, archival research, pedestrian survey, and Native American consultation. Identification efforts identified the following nine built resources within the APE:

APN	Address	Description	Year Built
8059-029-010	13649 Rosecrans Ave	Industrial property with two one-story buildings	Ca. 1970/1976
8059-029-030	13729 Rosecrans Ave, Building A	Two-story office	1956
8059-029-031	13729 Rosecrans Ave, Building B	One-story industrial building	1959
8059-029-029	13733 Rosecrans Ave	Two-story commercial building	1970
8059-029-007	14051 Marquardt Ave	Industrial property with office and industrial building	1955
88069-005-011	16934 Rosecrans Ave	Industrial property with one-story office building	1964
069-005-010	13949 Stage Road	Concrete ready-mix structure	1958
8069-005-008	13914 Rosecrans Ave	One-story commercial building	1958/ca. 2000
8069-005-002	13900 Rosecrans Ave	One-story industrial building	1961

Identification efforts failed to identify historic-era or prehistoric archaeological resources within the APE.

Native American consultation included contacting the Native American Heritage Commission (NAHC) and requesting a record search of their sacred land file which was negative. The applicant's consultant sent letters to the tribal entities identified by the NAHC as having ancestral ties to the APE, and followed up with telephone calls. One response was received from the Gabrieleño/Tongva San Gabriel Band of Mission Indians expressing concerns about the undertaking's proximity to village sites and requested Native American monitoring during construction activities. To-date, no responses have been received from the additional consulting Native American tribes, groups or individuals.

FRA states in their October 25, 2017 email that the potential for encountering subsurface prehistoric archaeological resources during construction activities is low based on the negative results of the record search, the extensive flooding that periodically occurred in the Los Angeles area, and the previous ground disturbing activities that have occurred within the APE. However, the applicant LA Metro states that they will honor the Gabrieleño/Tongva San

Gabriel Band of Mission Indians request for a Native American monitor during ground disturbing construction activities.

Based on FRA's level of effort, they have made a finding of no historic properties affected for this undertaking. After reviewing the information submitted, I offer the following comments:

- I find FRA's identification efforts to be sufficient for this undertaking per 36 CFR §800.4(b);
- Pursuant to 36 CFR 800.4(c)(2), FRA has determined that the nine built resources listed above are ineligible for listing on the National Register of Historic Places. **I concur**; and
- Pursuant to 36 CFR §800.4(d)(1), I do not object to the FRA's finding of no historic properties affected. However, it is recommended that an archaeological monitor also be present in addition to the Native American monitor during ground disturbing construction activities.

Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description and APE, FRA may have future responsibilities for this undertaking under 36 CFR Part 800. For inquiries about this undertaking, please contact Natalie Lindquist of my staff at 916-445-7014 or via email at Natalie.Lindquist@parks.ca.gov or Alicia Perez of my staff at 916-445-7020 or Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix D. CEQA Notice of Exemption

2016028460

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

From: (Public Agency): LA County Metropolitan Authority
One Gateway Plaza
Los Angeles, CA 90012
(Address)

Project Title: Rosecrans/Marquardt Grade Separation Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority - Metro

Project Location - Specific:
Intersection of Rosecrans Avenue and Marquardt Avenue in the City of Santa Fe Springs, north of Interstate 5 and west of Valley View Avenue. Located at milepost 157.8 on the BNSF San Bernardino

Project Location - City: Santa Fe Springs Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:
The project would include re-aligning Rosecrans Avenue to the south and constructing a grade-separated structure over the BNSF tracks. The purpose of the project is to alleviate existing and projected traffic congestion and hazards created by the existing at-grade rail crossing.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Authority - Metro

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Authority - Metro

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number:
- ☒ Statutory Exemptions. State code number: Article 18 Section 15282 (g)

Reasons why project is exempt:

Any railroad grade separation project which eliminates an existing grade crossing or which reconstructs an existing grade separation as set forth in Section 21080.13 of the Public Resources Code.

Lead Agency
Contact Person: Emmanuel CB Liban, D.Env., P.E. Area Code/Telephone/Extension: 213-922-2471

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: Date: 02/28/16 Title: EO, Env Comp/Sustainabili

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
References: Sections 21108, 21152, and 21152.1, Public Resources Code.

Governor's Office of Planning & Research

Date Received for filing at OPR: FEB 29 2016

STATE CLEARINGHOUSE

Revised 2011

Appendix E. CPUC Nomination

CITY OF
SANTA FE SPRINGS

11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

"A great place to live, work, and play"

October 14, 2015

California Public Utilities Commission
Attn: Ken Chiang, P.E.
Utilities Engineer
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Re: California Public Utilities Commission
Section 190 Grade Separation
Project Nomination for FY 2016-17 and 2017-2018 Priority List
Rosecrans/Marquardt Railroad At-Grade Crossing
City of Santa Fe Springs

Dear Mr. Chiang:

Enclosed please find a Project Nomination for the FY 2016-17 and FY 2017-2018 Project Priority List for the CPUC Section 190 Grade Separation Program. The nominated project is the existing Rosecrans Avenue/Marquardt Avenue Railroad At-Grade Crossing in the City of Santa Fe Springs.

If you have any questions, please contact me at (562) 868-0511, ext. 7611.

Sincerely,

Noe Negrete
City Engineer

cc. Caltrans – Division of Rail
Attn: Lauren Clauson, Chief
1120 N Street, MS 74
Sacramento, CA 95814

APPENDIX 4: GSN-1 FORM

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Order Instituting Investigation for the purpose of establishing a list for the fiscal years 2016-2017 and 2017-2018 of existing crossings at grade of city streets, county roads or state highways in need of separation, or existing separations in need of alterations or reconstruction in accordance with Section 2452 of the California Streets and Highways Code.

FILED
PUBLIC UTILITIES COMMISSION
June 11, 2015
SAN FRANCISCO, CALIFORNIA
INVESTIGATION 15-06-008

Nomination for Separation Of Existing At-Grade Crossing

Nomination by the City of Santa Fe Springs

Road/Highway	**Burlington Northern Santa Fe Railway**
CPUC Crossing ID No.	**2-157.8**
DOT ID No.	**027656A**
Railroad(s)	**Rosecrans Avenue/Marquardt Avenue**

This packet contains the GSN-1 Form and instructions. Please carefully read the instructions before completing the form.

A. Nominating Party – Please include two (2) contacts

Agency Name	City of Santa Fe Springs					
Contact Name	Title	Street Address	City	Zip Code	Telephone	E-mail
Noe Negrete	**Director of Public Works**	**11710 Telegraph Road**	**Santa Fe Springs**	**91801**	**(562) 868--0511**	**noenegrete@santafesprings.org**
Alternate						
Robert A. Garcia	**Associate Civil Engineer**	**11710 Telegraph Road**	**Santa Fe Springs**	**91801**	**(562) 868--0511**	**robertgarcia@santafespring.org**

B. Crossing Location and Project Type (List all crossings for a consolidation project)

Road/Highway Name	**Rosecrans Avenue/Marquardt Avenue**
CPUC ID NO.	**2-157.8**
DOT ID NO.	**027656A**
City/County/ZIP Code	**Santa Fe Springs/Los Angeles County**
Railroad(s)	**Burlington Northern Santa Fe Railway**
Project Type	Underpass [ ] Overpass [x]
Is project part of a consolidation?	Yes [ ] No [X]

C. Average Daily Vehicle and Train Volumes

Autos	**28,179**	Freight Trains	**55**
School Buses	**57**	Passenger Trains	**57**
Passenger Buses	**132**	Light Rail Trains	
Hazmat Trucks	**38**		
TOTAL VEHICLE COUNT	**28,406**	**TOTAL TRAIN COUNT**	**112**
Date of Count(s): 09/09/15		Date of Count(s): 09/08/15	

D. **Costs and Contributions** - Please fill in the following worksheet to determine the total project costs

Right-of Way allowance	$ 19,976,000
Preliminary Engineering	$ 1,485,000
Construction Engineering	$ 5,834,000
Total Engineering	**$ 27,295,000**
Bridge Construction	$ 18,463,000
Railroad Work	$ 16,000,000
Highway Approaches & Connections	$ 27,612,000
Utility Relocation	$ 16,000,000
Contingencies	$ 14,000,000
Removing Existing Crossing	$ 708,000
Total Construction Costs	**$ 92,783,000**
TOTAL PROJECT COST	**$ 120,078,000**
ALLOCATED SHARE FROM STATE FUND:	**$ 5,000,000**

Contributions:

City	$110,439,000
County	$ 0
Railroad	$ 4,639,000
Other (specify)	$ 0

E. **Accident History Data**

Total Number of Trains vs. Vehicle and Pedestrian Accidents *			
Source: SFS Database	Date: 11/04/09	Killed: 0	Injured: 0
Source: SFS Database	Date: 05/09/12	Killed: 0	Injured: 1
Source: SFS Database	Date: 02/08/15	Killed: 0	Injured: 0
Source: SFS Database	Date: 10/10/15	Killed: 1	Injured: 0

* List all accidents separately from September 4, 2009 to October 12, 2015. For each accident specify the accident date, the number of fatalities and injuries.

F. Blocking Delay and Speed Limits

Total Blocking Delay	**261 Min**
Number of Observed Delays	**62**
Information Provided by:	Railroad [ ] Observation [X]
Date Delays Verified	**10/07/2015**
Posted Vehicle Speed Limit	**40 mph - Marquardt Ave.** **45 mph – Rosecrans Ave.**
Train Speed Limit at Crossing	**50 mph – Freight trains** **79 mph – Passenger trains**

G. Crossing Geometrics

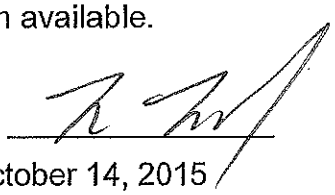
Track Skewed Angle = 45°	Is there a parallel road to the track within 200 ft? Yes [ ] No [X]
Number of Tracks = 2	Are there traffic signals within 200 ft? Yes [X] No [ ]
Elevated Surface Profile Direction: East Height: 3 inch Direction: West Height: 3 inch	Is there an entrance/exit within 100 ft? Yes [X] No [ ]
	Is there a raised median on each approach? Yes [X] No [ ]
	Is there curvature on the road or track? Yes [ ] No [X]

H. Other Information / Attachments

Did you enclose a letter size (8 1/2" x 11") location map?	Yes [X] No [ ]
Did you enclose an 8"x10" photo of each crossing's approach, for a total of two (2)	Yes [X] No [ ]
Did you attach a brief Community Impact evaluation?	Yes [X] No [ ]

I. Declaration

I, NOE NEGRETE, declare under penalty of perjury that the information on this form is true and correct to the best of my knowledge. The information has been verified by me or under my supervision and is the most current information available.

Signature: 

Title: City Engineer

Date: October 14, 2015

NOMINATION FOR GRADE SEPARATION – GSN – 1

COMMUNITY IMPACT/SUPPORT STATEMENT

Rosecrans/Marquardt Grade Separation Project

Briefly describe the community impact of the proposed project:

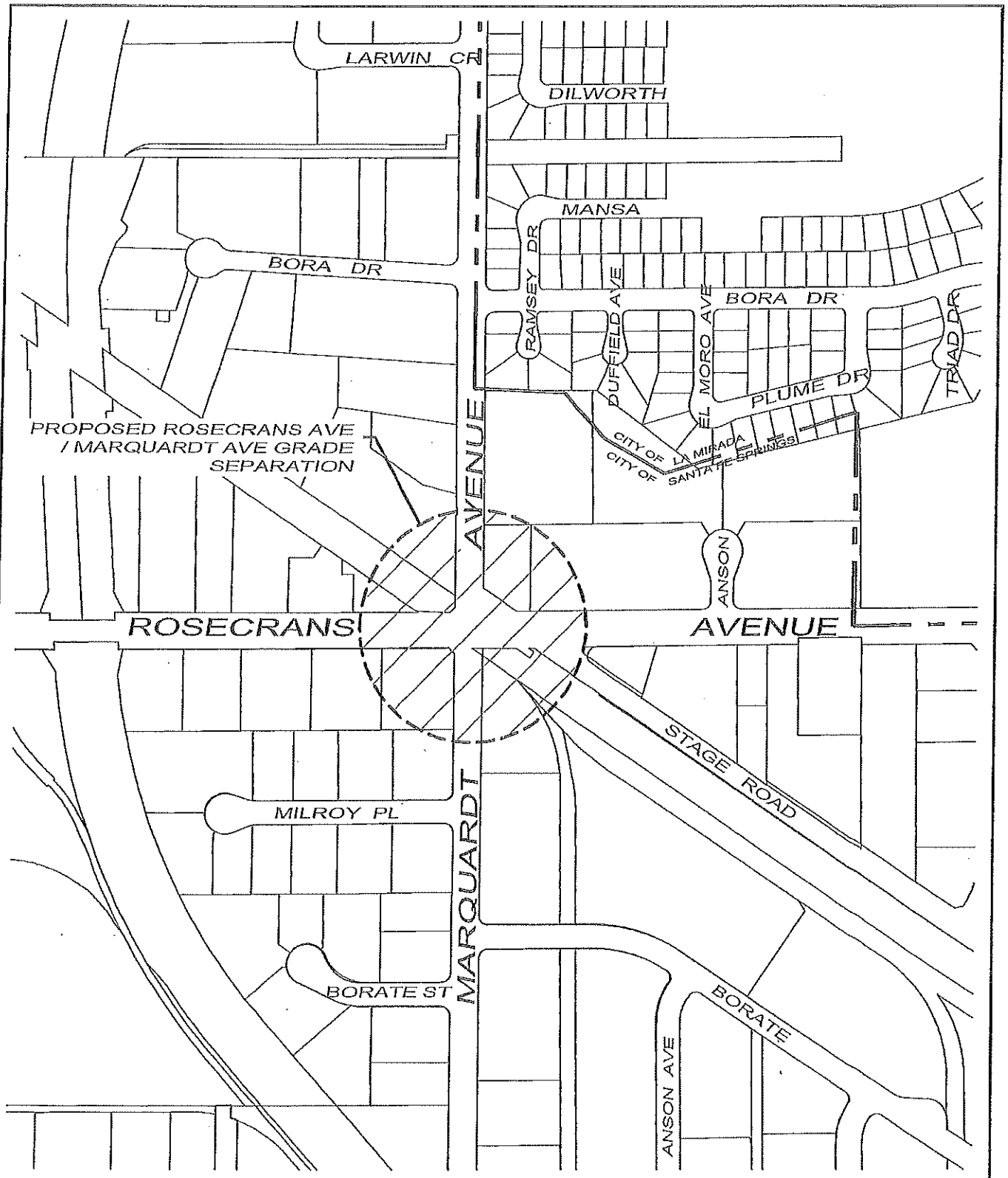
This project is for a proposed grade separation (overpass) at the Burlington Northern Santa Fe Railroad (Crossing 2-157.8) at the intersection of Rosecrans Avenue and Marquardt Avenue in the City of Santa Fe Springs, which is in the southeastern quadrant of Los Angeles County. Rosecrans Avenue is an arterial that runs east-west and Marquardt Avenue is an arterial that runs north-south. The existing crossing goes through the center of this intersection, thereby disrupting traffic on both streets at the same time. Both streets provide access to commercial and industrial development in this area.

The Burlington Northern Santa Fe (BNSF) Railway, Amtrak and Metrolink passenger trains all operate on the tracks, which intersect Valley View Avenue at the subject location. Metrolink is the Southern California commuter train network which provides rail service for long-distance commuters to downtown Los Angeles (Union Station). At Union Station, Metrolink connects with the Metro Rail System, which is part of the Los Angeles County Metropolitan Authority's (MTA) overall transportation strategy to greatly improve mobility in Los Angeles County and throughout the surrounding Southern California area. This BNSF line is a major east-west route through the fully developed southeastern section of Los Angeles County connecting the upper end of the Alameda Corridor Transportation Authority consolidated railway from the Ports of Los Angeles and Long Beach to the Midwest and East Coast. The line is also a major north-south route that extends through Orange County and San Diego County.

The proposed grade separation (overpass) will have a significant positive impact on the City of Santa Fe Springs, as well as the regional intercounty rail system. Specific benefits to be achieved include the following:

- Eliminate the accident potential for motorists and pedestrians at this location.
- Eliminate traffic congestion and delays due to freight train and passenger train movements.
- Enhance goods movement to/from the Ports of Los Angeles and Long Beach.
- Reduce noise as trains pass through the community by eliminating the need for sounding horns and whistles at this crossing.
- Enhance the efficiency of train movement along this rail corridor, as well as ensuring passenger train service operations on a reliable schedule.

This grade separation project is also an integral part of a larger regionally significant congestion relief and safety project being undertaken by the State Department of Transportation, Division of Rail (Caltrans) in cooperation with Metrolink and the BNSF Railroad. That project will involve the installation of a new third track along a 14.7-mile segment of the rail corridor between the City of Commerce in Los Angeles County and the City of Fullerton in Orange County.



CITY OF SANTA FE SPRINGS

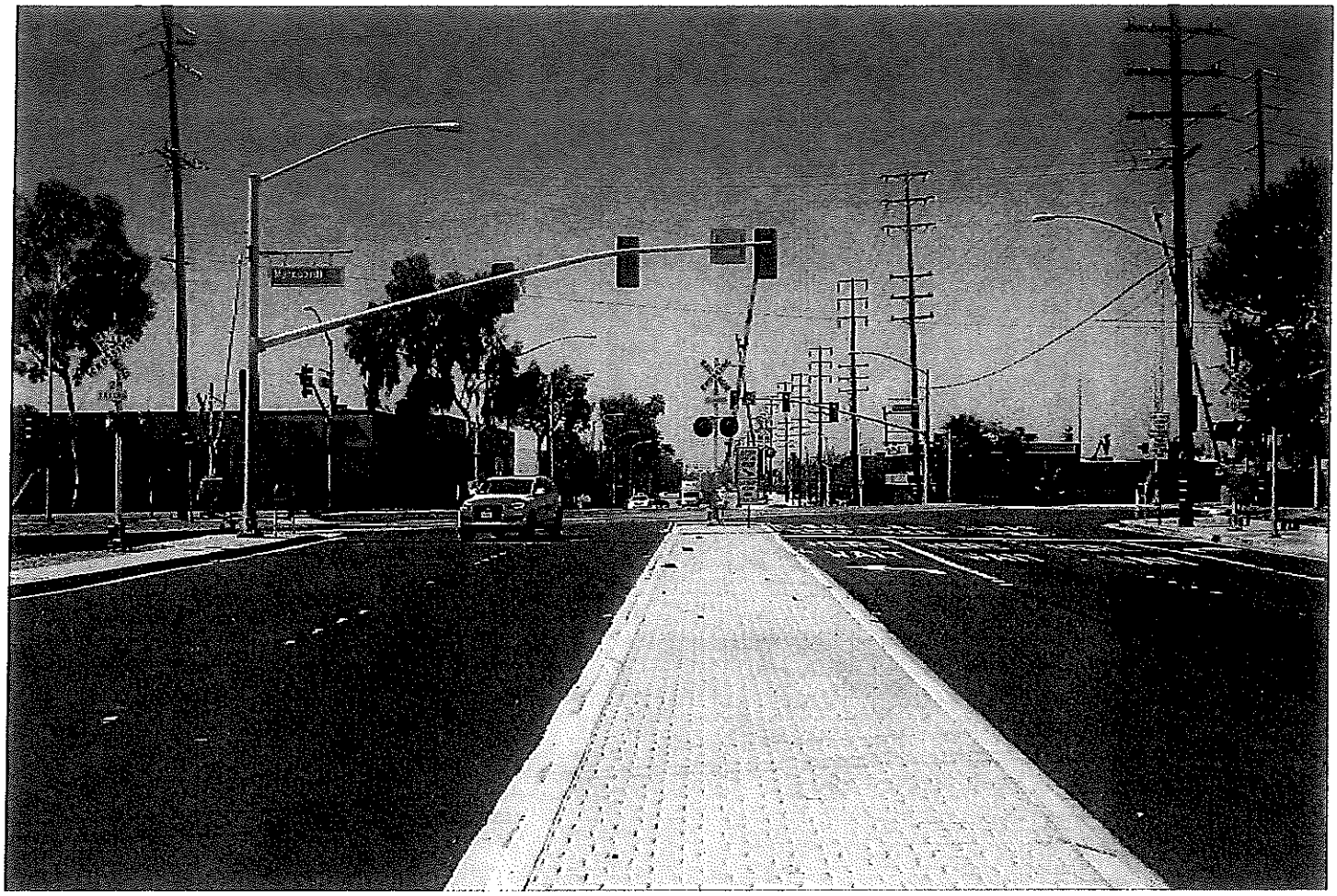
PROPOSED GRADE SEPARATION

ROSECRANS AVE / MARQUARDT AVE
LOCATION MAP

NORTH
N.T.S

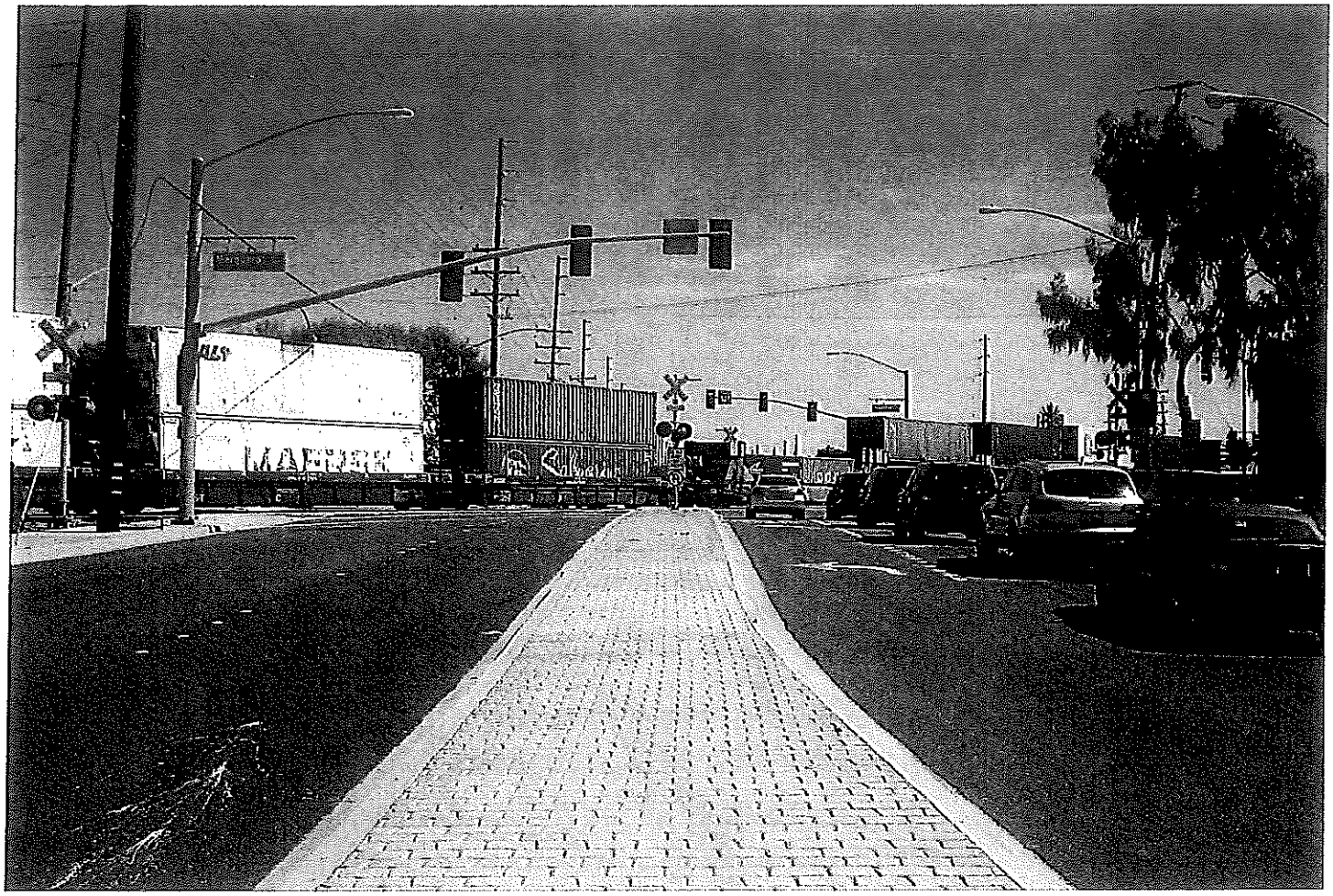
Rosecrans Avenue/Marquardt Avenue Grade Separation Project

Rosecrans Avenue - Eastbound



Rosecrans Avenue/Marquardt Avenue Grade Separation Project

Rosecrans Avenue - Westbound



Rosecrans Avenue/Marquardt Avenue Grade Separation Project

Marquardt Avenue - Northbound

Rosecrans Avenue/Marquardt Avenue Grade Separation Project

Marquardt Avenue - Southbound

Appendix F. CPUC Nomination Approval

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

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

March 6, 2017

File Number: XREQ 2017020002
Rosecrans/Marquardt Avenues
City of Santa Fe Springs, Los Angeles County

Noe Negrete
Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90760

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Grade Separate the Rosecrans/Marquardt Avenues At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002-157.80 and DOT No. 027656A in the City of Santa Fe Springs, Los Angeles County.

Dear Mr. Negrete:

This refers to your letter, dated and received by us on February 15, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to grade-separate the Rosecrans/Marquardt Avenues highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) California Division, San Bernardino Subdivision mainline tracks in the City of Santa Fe Springs (City), County of Los Angeles. The crossing is identified as CPUC Crossing No. 002-157.80 and DOT No. 027656A.

The crossing consists of two BNSF tracks that cross at a 45 degree angle between the northwest and southeast quadrants of the intersection of Rosecrans Avenue and Marquardt Avenue. Rosecrans Avenue is an east-west roadway with two through lanes and two turn lanes in each direction. Marquardt Avenue is a north-south roadway with two lanes in each direction. The crossing is equipped with one curb-mounted and one median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on each leg of Rosecrans Avenue approaches; one curb-mounted Commission Standard 9 warning devices on each leg of the Marquardt Avenue approaches, and Commission Standard 8 (flashing light signal assembly) warning devices at the northwest and southeast quadrant sidewalk approaches of the crossing. BNSF operates approximately 55 freight trains and the National Passenger Railroad Corporation (Amtrak) and the Southern California Regional Railroad Authority (SCRRA/Metrolink) operate approximately 57 passenger trains daily, with a maximum train speed of 79 miles per hour over this line. The average daily traffic is approximately 28,400 vehicles.

The crossing was nominated to the State Section 190 Grade Separation Program and is ranked highest in the proposed grade separation Priority List for fiscal years 2016-2017 and 2017-2018. With the cooperation between California High-Speed Rail Authority, Los Angeles County Metropolitan Transportation Authority and BNSF, City proposes the following modifications for grade separation:

- Construct a 104-foot wide overpass bridge structure - a four-lane roadway with raised median and two eight-foot wide sidewalks, at approximately 125 feet south of the current Rosecrans/Marquardt Avenues intersection;
- Connect the north leg of Marquardt Avenue to the existing Stage Road and the future Frontage Road as shown per plan;
- Connect the south leg of Marquardt Avenue to Rosecrans Avenue west of the BNSF right-of-way as shown per plans;

The project proposes a minimum permanent vertical clearance of approximately 24 feet from the top of rail and a permanent horizontal clearance of approximately 35 feet from the centerline of the existing and future tracks. No temporary clearance reductions are requested during construction. All proposed permanent clearances comply with minimum clearance requirements specified in Commission GO 26-D. The addition of a future third track as shown on the plans, is not approved as part of this authorization, and will require separate Commission authorization.

The grade separation project will be completed in five stages where the crossing will remain open in Stage One through Stage Four to accommodate traffic operation and to maintain access for local businesses. Through-traffic on Rosecrans Avenue will be diverted to the roadway overpass starting at Stage Three. In addition, City proposes the following alterations to the crossing during construction and as shown per plans:

- Install temporary k-rail or equivalent barricades for restricting pedestrian access along eastbound Rosecrans Avenue;
- Install bags on the northbound traffic signal heads and temporary k-rail to eliminate northbound movement on south leg of Rosecrans/ Marquardt Avenues intersection;
- Remove existing curb-mounted Commission Standard 9 warning device at the south-leg of the intersection;
- Remove existing Commission Standard 8 warning device at the southeast quadrant of the crossing;
- Install pedestrian barricades at the northwest quadrants of the crossing and remove crosswalk striping on the west leg of the Rosecrans/Marquardt Avenues intersection;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by City and finds that it adequately addresses compliance and safety. As the City 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 dated February 15, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission GOs, Americans with Disabilities Act, and the CA MUTCD.

The following requirements pertain to this authorization:

- The new grade separated structure will be identified as CPUC Crossing Number 002-157.85-A and DOT Number 967635B;

- The at-grade crossing shall be eliminated by removing the pavement approaches, traffic signals, crossing panels, railroad warning devices, signage and railroad signal equipment upon the completion of grade separation;
- BNSF shall provide railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

Temporary traffic controls shall be provided in compliance with the current version of the CA MUTCD, published by the California Department of Transportation.

This project is statutorily exempt from the requirements of the California Environmental 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 re-evaluate 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 shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes of the closure of the at-grade crossing and retirement of that DOT number, and the construction of the grade separation and assignment of the new DOT number. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Chi Cheung To at (213) 576-5766 or cct@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)**
Jason Sanchez, BNSF
Dan Mahgerefteh, LACMTA