

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



August 29, 2019

Governor's Office of Planning & Research

Jose Gutierrez
City of Los Angeles, Department of Building and Safety/LEA
221 N. Figueroa Street, Rm. 1250
Los Angeles, CA 90012

AUG 29 2019

STATE CLEARINGHOUSE

**Re: Direct Disposal Large Volume Solid Waste Transfer/Processing Facility Project
SCH 2019079096 - Mitigated Negative Declaration**

Dear Mr. Gutierrez:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings. Commission's Rail Crossings and Engineering Branch (RCEB) is in receipt of the Mitigated Negative Declaration for the proposed Direct Disposal Large Volume Solid Waste Transfer/Processing Facility Project (Project). City of Los Angeles, Department of Building and Safety/LEA is the lead agency (City).

The Project entails an application for a Large Volume Solid Waste Facility Permit (SWFP) to allow the expansion of an existing 175 ton per day (TPD) Medium Volume Construction, Demolition and Inert (CDI) Material Recovery Facility (reference Cal Recycle Solid Waste Facility Permit No. I 9-AR-1228) operated by Direct Disposal, Inc., located in the vicinity of Noakes Street crossing in the City of Los Angeles (CPUC No.003-3.58-C, DOT No. 811461Y). The proposed SWFP will allow processing and transferring up to 500 TPD of solid waste material.

The crossing is currently equipped with Commission Standard 1-R (crossbuck sign on a post) warning signs. RCEB has concerns about the increased traffic volume due to the proposed development. Any development project adjacent to or near a railroad right-of-way should be planned with the safety of rail corridor in mind. New development projects may increase pedestrian or vehicular traffic volumes not only on streets and at intersections, but also at nearby crossings. Traffic impact studies should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include improvements to existing at-grade crossings. Examples of improvements may include, but are not limited to: addition or upgrade of crossing warning devices, detectable warning surfaces and edge lines on sidewalks, and pedestrian channelization. Pedestrian and bicycle routes should be designed to clearly prohibit and discourage unauthorized access (trespassing) onto the tracks, except at authorized crossings.

In addition, construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

Jose Gutierrez
SCH 2019079096
August 29, 2019

If you have any questions, please contact Chi Cheung To at (213) 576-5766, or cct@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to be 'CCT', written in a cursive style.

Chi Cheung To
Senior Utilities Engineer Specialist
Rail Crossings and Engineering Branch
Rail Safety Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Peggy Ygbuhay, pygbuhay@up.com