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Compass Energy Storage Project

Additional submitted attachment is included below.

Ms. Renee Longman
California Energy Commission
715 P Street
Sacramento, CA 95814

November 21, 2024

RE: Compass Energy Storage Project – San Juan Capistrano - Docket Number 24-OPT-02

Dear Ms. Longman:

The Southern California Regional Rail Authority (SCRRA) recently learned of the proposed Compass Energy Storage Project (Project) in San Juan Capistrano. While SCRRA supports the development and deployment of renewable energy, the project's location raises significant concerns.

For your background, SCRRA is a five-county Joint Powers Authority (JPA) operating the Metrolink regional commuter rail system. SCRRA provides rail engineering, construction, operations, and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC).

The proposed site for the battery energy storage system (BESS) is located west of the railroad right-of-way owned by OCTA. SCRRA is the primary operating railroad of record for the Rancho Capistrano Crossing and is responsible for US Department of Transportation Crossing Inventory Form reporting. As the sole access to the project site is through the geometrically constrained Rancho Capistrano public railroad crossing, SCRRA is concerned about the Project's impact on the crossing.

SCRRA has identified the following areas and resources related to the Project that we believe California Energy Commission should consider and address before the project application is considered complete.

1. The Rancho Capistrano public railroad crossing safety is a concern as to how the logistics of the Project would work while keeping the crossing safe in the existing configuration. Depending on the size, type, and configuration of vehicles/equipment necessary for the Project, the current crossing configuration may not be designed to accommodate the equipment traffic.



2. The existing crossing configuration was approved by stakeholders and regulatory agencies, and any modifications would require further approvals. The Project applicant, Engie North America LLC, needs to notify regulatory agencies involved with approval of the current crossing configuration including California Public Utilities Commission (CPUC) and Federal Railroad Administration (FRA).
3. The crossing is an established Quiet Zone; any modification could affect its status.
4. The project documents and supporting funds will need to be submitted through SCRRRA Right of Entry Process: RIGHT OF WAY (ROW) ENCROACHMENT
5. The Project may be required to fund flagging (crossing/worker protection) and/or roadway worker protection training, as well as required insurances.
6. Depending on the project scope, the Project may be required to sign and fund a design services agreement and/or construction and maintenance agreement with SCRRRA.

Thank you again for providing us with the opportunity to comment on the Project. Should you have any questions, please feel free to contact Roderick Diaz, Director of Planning and Development, at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Paul Hubler
Chief Strategy Officer

