

Decision 87 10 055 OCT 28 1987

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LOS ANGELES COUNTY TRANSPORTATION)
 COMMISSION)
 for an order authorizing the)
 construction of five light rail)
 vehicle grade crossings at Elm)
 Street, Compton Blvd., Myrrh Street,)
 Alondra Blvd., and Greenleaf Blvd.)
 and the closure of three existing)
 SPTC at grade crossings, in the)
 City of Compton, County of)
 Los Angeles, California)

Application 87-08-036
(Filed August 20, 1987)

OPINION

As part of the project to construct a light rail transit (LRT) system, the Los Angeles County Transportation Commission (LACTC) requests authority to construct two light rail vehicle (LRV) tracks on the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line right-of-way, at grade across Elm Street, Compton Boulevard, Myrrh Street, Alondra Boulevard, Greenleaf Boulevard and to close the existing crossings of Palm Street, Laurel Street and Indigo Street in Compton, Los Angeles County, as set forth in the appendix.

The Long Beach-Los Angeles Rail Transit project is part of an on-going transit development process in which the Long Beach-Los Angeles Corridor and thirteen other corridors have been identified as candidates for transit improvements. The project is being

planned as a conventional LRT system from downtown Los Angeles to downtown Long Beach to serve between 54,000 and 76,000 passengers per day. A variety of impacts were identified, both beneficial and adverse. Mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

LACTC is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), LACTC approved the project. On March 29, 1985, a Notice of Determination was filed with the Secretary for Resources and with the Los Angeles County Clerk which found that "The Project will have a significant effect on the environment." A Statement of Overriding Considerations was adopted for the project.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR. The site of the proposed project has been inspected by the Commission staff.

LACTC wishes to commence construction of this portion of its LRT system at the earliest possible date. It is therefore requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notice of the application was published in the Commission's Daily Calendar on August 28, 1987. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority under Public Utilities Code Sections 1201-1205 to construct two LRV tracks on SPT's Wilmington Branch Line right-of-way, at grade across Elm Street, Compton Boulevard, Myrrh Street, Alondra Boulevard and Greenleaf Boulevard, in Compton, Los Angeles County, as set forth in the appendix.

2. LACTC also requests authority to close the existing Palm Street, Laurel Street and Indigo Street grade crossings of SPT's tracks.

3. Construction of the two LRV tracks on SPT's right-of-way at grade across five crossings and the closure of three existing crossings is an essential element in construction of the LRV system, as set forth in the appendix.

4. Public convenience and necessity require construction of the tracks at grade across the five crossings and the closure of three crossings, as set forth in the appendix.

5. Public safety requires that protection at the crossings be automatic gate-type signals (General Order (GO) 75-C), as set forth in the appendix.

6. LACTC is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

8. The Long Beach-Los Angeles Rail Transit Project will have a significant impact on the environment; however, mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

9. A Statement of Overriding Considerations was adopted for the project.

Conclusion of Law

1. The application should be granted as set forth in the following order.

2. The usual 30-day effective date on an order should be waived as LACTC wishes to commence construction of the project at the earliest possible date.

O R D E R

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks on Southern Pacific Transportation Company's Wilmington Branch Line right-of-way at grade in Compton, Los Angeles County, as set forth in the appendix.

2. Construction of the crossings shall be equal or superior to Standard No. 1 of GO 72-B.

3. Clearances shall conform to GO 26-D. Walkways shall conform to GO 118.

4. Protection at the crossings shall be as set forth in the appendix.

5. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement has been filed with the Commission.

6. Preemption of traffic signals at Compton Boulevard, Myrrh Street and Alondra Boulevard adjacent intersections to the grade crossings shall be actuated by the approach of on-rail vehicles of either LACTC or any other railroad type vehicle.

7. Upon completion of construction of the two LRV tracks at five crossings and the restoration of vehicular traffic to its normal mode of operation, the existing Palm Avenue (Crossing BBH-494.12), Laurel Street (Crossing BBH-494.26) and Indigo Street (BBH-494.4) grade crossings shall be closed and physically removed.

8. Within 30 days after completion of the work under this order, LACTC shall notify the Commission in writing that the authorized work has been completed.

9. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

10. The application is granted as set forth above.

This order is effective today.

Dated OCT 28 1987, at San Francisco, California

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. OHANIAN
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.



Victor Weisser, Executive Director

A P P E N D I X

As part of the project to construct a light rail transit system, the Los Angeles County Transportation Commission (LACTC) proposes to construct, alter and relocate grade crossings of its tracks and those of Southern Pacific Transportation Company's (SPT) Wilmington Branch Line in Los Angeles County, as shown on plans attached to the application and more particularly as set forth below:

1. Alteration of the Elm Street crossing, presently SPT Crossing BBH-493.75, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-11.5. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C) with additional flashing lights for Willowbrook Avenue (east and west).
2. Alteration of the Compton Boulevard crossing, presently SPT Crossing BBH-494.07, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-11.9. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals and two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C) with additional flashing lights for Willowbrook Avenue (east and west).
3. Alteration of the Myrrh Street Crossing, presently SPT Crossing BBH-494.33, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-12.1. Protection at the crossing shall be four Standard No. 9 automatic gate-type signals (GO 75-C) with additional flashing lights for Willowbrook Avenue (east and west).
4. Alteration of the Alondra Boulevard Crossing, presently SPT Crossing BBH-494.58, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-12.4. Protection at the crossing shall be four Standard No. 9 automatic gate-type signals (GO 75-C) with additional flashing lights for Willowbrook Avenue (east and west).
5. Alteration of the Greenleaf Boulevard Crossing, presently SPT Crossing BBH-495.09, by relocating the existing SPT tracks to include two LACTC tracks, to be also identified as Crossing 84L-12.9. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C) with additional flashing lights for Willowbrook Avenue (east and west).
6. The three existing crossings at Palm Street BBH-494.12, Laurel Street BBH-494.26 and Indigo Street BBH-494.40 shall be closed and physically removed upon completion of the LACTC project in Compton.