

Decision 88 03 073

MAR 23 1988

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 a light rail )  
vehicle at grade crossing at 103rd )  
Street and at 108th Street in the )  
City of Los Angeles, County of )  
Los Angeles, California )

Application 87-11-015  
(Filed November 16, 1987)

O P I N I O N

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 acquired right-of-way of the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line and relocate the existing SPT tracks, at grade across 103rd Street and 108th Street in Los Angeles, 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 sites of the proposed project have been inspected by the Commission staff and it recommends the Commission adopt the crossing protection for LRV operations at 103rd Street that have been incorporated in the appendix attached to this order. These provisions are designed to improve the safety of this crossing in view of its close proximity to an LRV passenger station. The staff has secured LACTC's concurrence in this respect. The staff also recommends that the crossing at 108th Street be approved.

LACTC has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 40, which relates to the construction of a railroad track across a public highway. Detailed drawings of the crossing protection and street geometrics are in the appendix attached to this decision.

LACTC wishes to commence construction of this portion of its LRT system in March, 1988. It has been 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 November 18, 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 the acquired right-of-way of the SPT's Wilmington Branch Line and to relocate the existing SPT tracks, at grade across 103rd Street and 108th Street in Los Angeles, Los Angeles County.

2. Construction of the two LRV tracks on the right-of-way acquired from SPT and relocation of the existing SPT tracks at grade across two public highways are essential elements in construction of the LRV system.

3. Public convenience and necessity require construction of the tracks at grade across the two public highways and the relocation of the existing SPT tracks.

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

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

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

7. 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.

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

#### Conclusions 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 in March, 1988.

#### 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 the acquired right-of-way of the Southern Pacific Transportation Company's (SPT)

Wilmington Branch Line and relocate the existing SPT tracks, at grade across 103rd Street and 108th Street in Los Angeles, Los Angeles County, at the location and substantially as shown on the plans attached to the application and 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. 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.

7. 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.

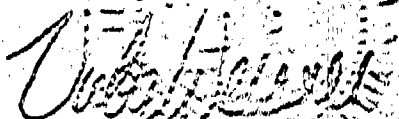
8. The application is granted as set forth above.

This order is effective today.

Dated MAR 23 1988, 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 Weisberg, 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) is authorized 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, Los Angeles County, as shown on plans attached to the application and more particularly as set forth below:

1. Alteration of the 103rd Street crossing, presently SPT Crossing BBH-490.60 by relocating the existing SPT tracks to include two LACTC tracks, to be also identified as Crossing 84L-8.40. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C) and three modified No. 8 flashing light signals for pedestrian traffic.

In addition, light-rail vehicle operation over this crossing shall conform to the following conditions:

Unless there is installed on tracks approaching the crossing control circuits of sufficient length to operate the automatic crossing warning devices for a period of time of 20 to 30 seconds prior to light-rail vehicles reaching the crossing while traveling at maximum track speed throughout the approach; design of controls and operation shall be as follows:

- a. Notwithstanding the provisions of Section 7 of General Order No. 75-C, light-rail vehicles when approaching the crossing, shall be governed by a train control system incorporating cab signals on board the light-rail vehicle that operate in such a manner that should a light-rail vehicle operator fail to maintain the speed within the limits displayed by the cab signals; after appropriate warning, there automatically will be an application of the light-rail vehicle brakes which will not release until the light-rail vehicle is brought to a stop and:

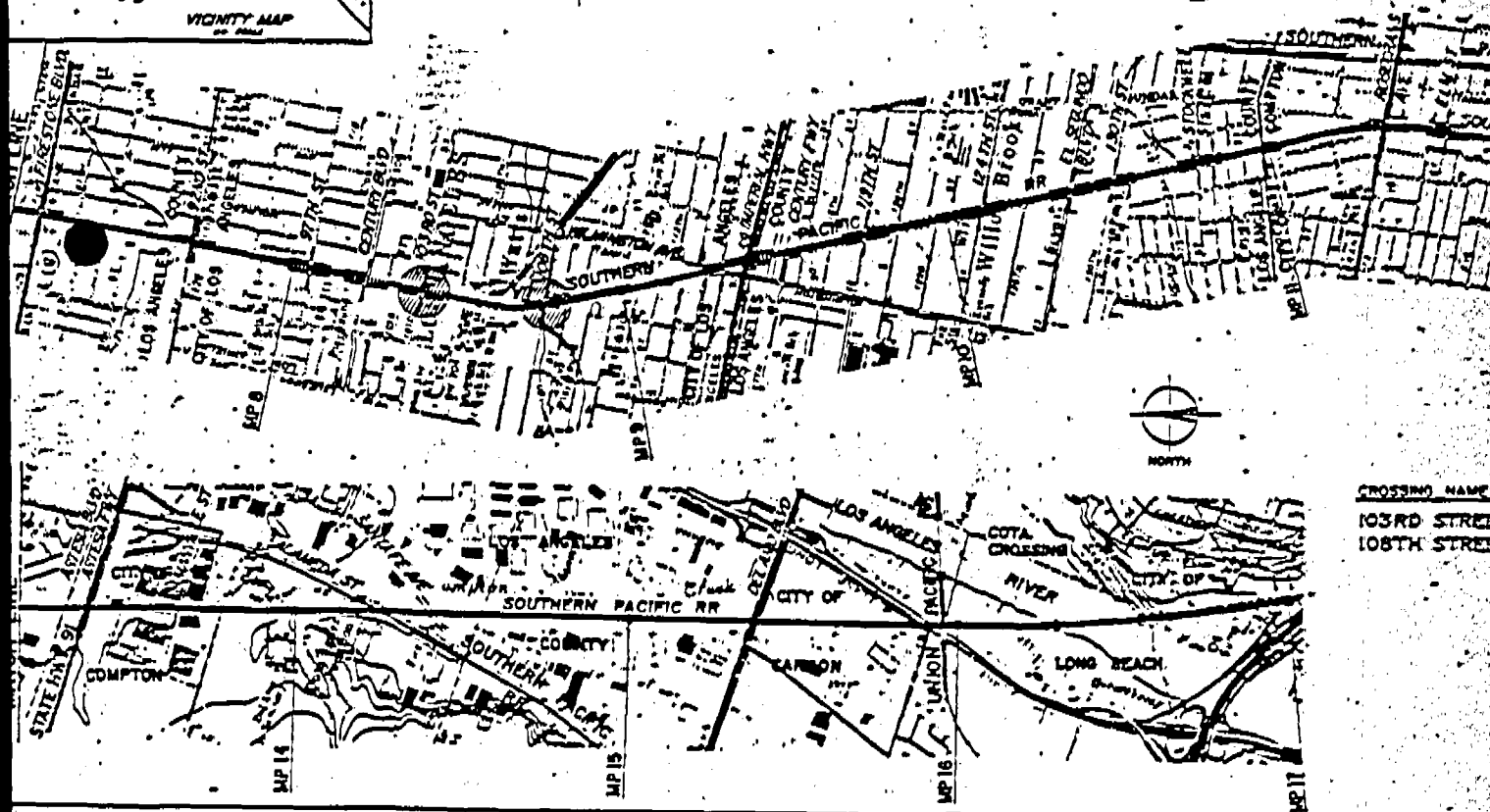
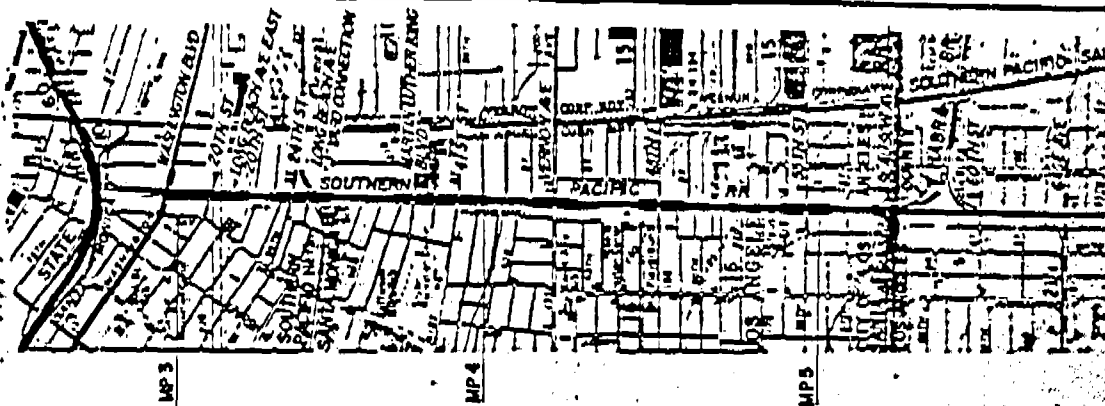
A P P E N D I X

b. The train control circuits and apparatus shall be designed and constructed so that speed reduction indications will be displayed on the cab signals at appropriate intervals to permit the light-rail vehicle operator to bring the light-rail vehicle to a safe stop before reaching the grade crossing. Any automatic application of the light-rail vehicle brakes resulting from a cab-signal violation shall result in the light-rail vehicle being brought to a stop before reaching the grade crossing and:

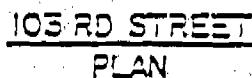
c. The control circuits of the automatic crossing protection devices shall further be designed and constructed so that should there be any failure of controls or any failure of a light-rail vehicle to stop for any reason before reaching the crossing, the crossing warning devices shall operate for a minimum period of time of twelve (12) seconds before any light-rail vehicle can reach the grade crossing and:

d. Applicant's operating rules issued to its light-rail vehicle operators shall clearly state that light-rail vehicle operation over the crossing prior to the crossing warning devices operating for a minimum period of time of 20 to 30 seconds is prohibited and is a violation of this order of the Commission.

2. Alteration of the 108th Street crossing, presently SPT Crossing BBH-490.97, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-8.80. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals (GO 75-C).

[illegible]





CPUC STANDARD NO. 8

CPUC STANDARD NO. 9A

STREET LIGHT



~~FINAL~~ CURS  
~~FINAL~~ CURS

ENDING CUTTER

## EXISTING BUILDING

[illegible]

1. The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and is being furnished to you for your information.

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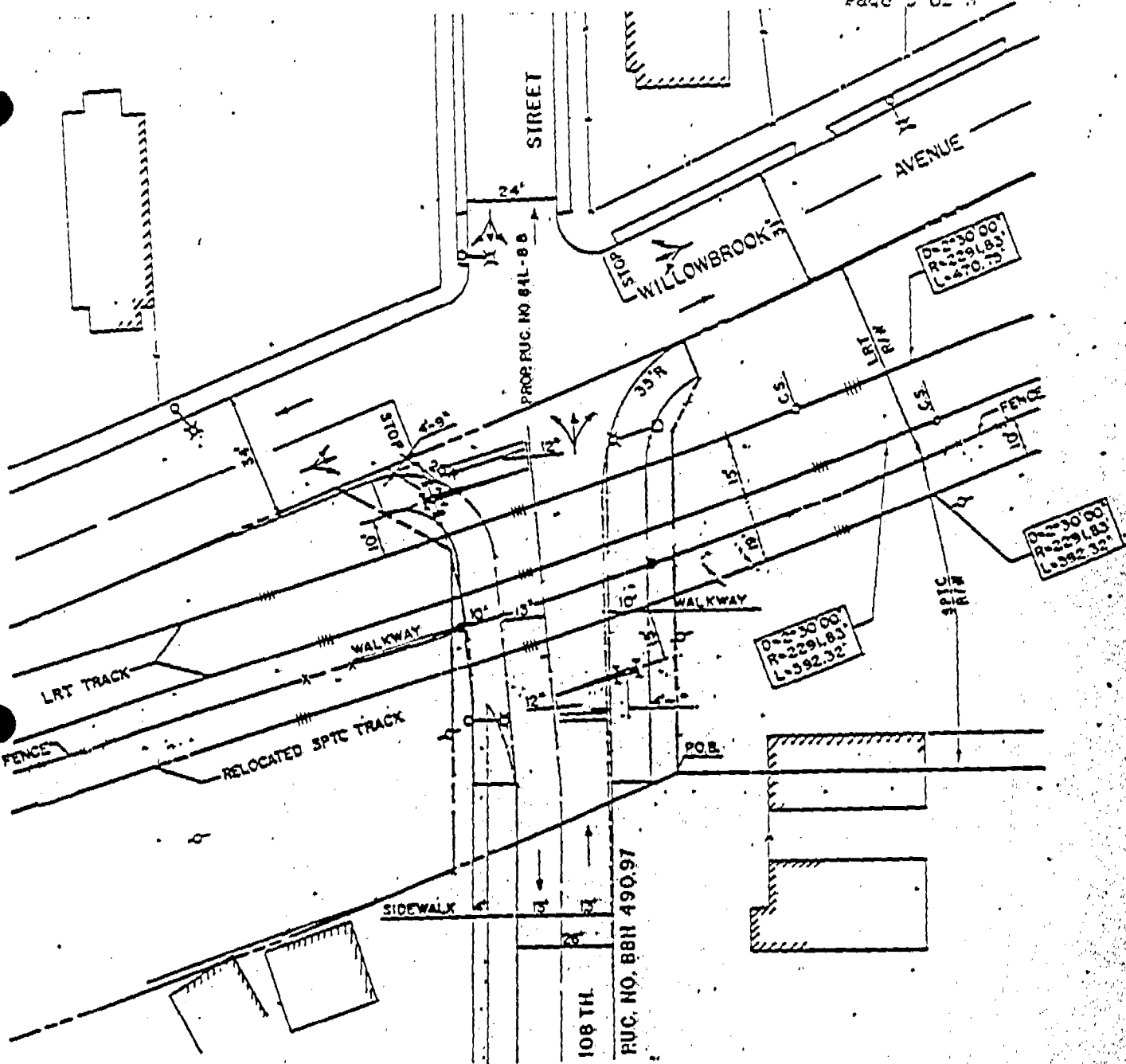
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LOS ANGELES  
The Long  
EFFICIENCY  
Southern California R  
SUBMITTED



108TH STREET  
PLAN

LEGEND

- CPUC STANDARD NO. 9
- STREET LIGHT
- POWER POLE

- EXISTING BUILDING
- FINAL CUTTER
- FINAL CURB
- DRAINING CUTTER TO

1. <u>WILLOWBROOK RELOCATED SPTC TRACK</u>		2. <u>UCM 1</u>	3. <u>DATE</u>	4. <u>APPROVED BY</u>	5. <u>DATE</u>	6. <u>SUBMITTED</u>
DESCRIPTION		BY	DATE	APPROVED BY	DATE	SUBMITTED

LOS ANGELES  
The Long Beach

**ENGINEERING**

Southern California R