

Decision SS 07-002 JUL 8 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 two light rail)
 vehicle tracks at separated grade)
 and the relocation of one of two)
 Southern Pacific Transportation)
 Company tracks beneath pedestrian)
 grade separation structure, located)
 at 76th Street and Graham Avenue,)
 CPUC crossing No. BBH 488.67 AD in)
 the County of Los Angeles,)
 California.)

Application 88-02-051
(Filed February 26, 1988)

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 LRT tracks and to relocate one of two tracks of Southern Pacific Transportation Company's (SPT) Wilmington Branch Line, all at separated grades under the existing 76th Street overhead pedestrian grade separation structure in Los Angeles County.

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. 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 the 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 impact on the environment".

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 existing SPT pedestrian separation structure at 76th Street and Graham Avenue has been inspected by the Commission staff. The staff has discussed this matter with LACTC engineering consultants and reviewed the plans for the proposed construction of the two LRT tracks and relocation of one of the SPT tracks under the pedestrian overhead. Pertinent portions of these plans are incorporated in the appendix attached to this order. The staff recommends the Commission authorize LACTC's proposed track relocation and LRV track construction at 76th Street and Graham Avenue.

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 grade separation and street geometrics are in the appendix attached to this order.

LACTC wishes to commence construction of this portion of its LRT system as soon as possible. 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 March 3, 1988. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority under Public Utilities Code 1201-1205 to construct two LRV tracks and to relocate one track of SPT's Wilmington Branch Line, all at separated grades under the existing 76th Street Overhead Pedestrian Crossing in Los Angeles County.

2. Construction of the LRV tracks and relocation of one SPT track at separated grades under the existing 76th Street Overhead Pedestrian grade separation structure is an essential element in the construction of the LRT system.

3. Public convenience, necessity, and safety require the construction of two LRV tracks and the relocation of one SPT track at separated grades as set forth in the appendix attached to this application.

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

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

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

7. 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 at the earliest possible date.

ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks, to be identified as Crossing 84L-6.44-AD and to relocate one track of Southern Pacific Transportation Company's (SPT) Wilmington Branch Line to be identified as Crossing BBH-488.67-AD, all at separated grades under the existing 76th Street Overhead Pedestrian Crossing in Los Angeles County, at the location and substantially as shown on the appendix plans attached to the application and this order.
2. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall conform to GO 118.
3. 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.
4. 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.
5. 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.

6. The application is granted as set forth above.

This order is effective today.

Dated JUL 8 1988, at San Francisco, California.

STANLEY W. HULETT
President

DONALD VIAL


G. MITCHELL WILK

JOHN B. OHANIAN

Commissioners

Commissioner Frederick R. Duda
being necessarily absent, did not
participate.

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



Victor Weisser, Executive Director

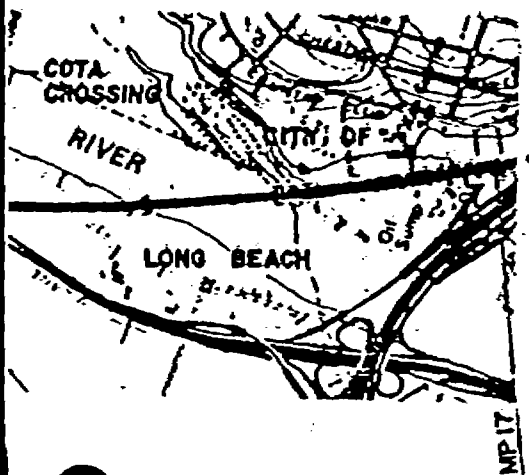
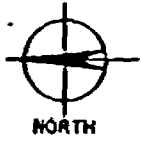
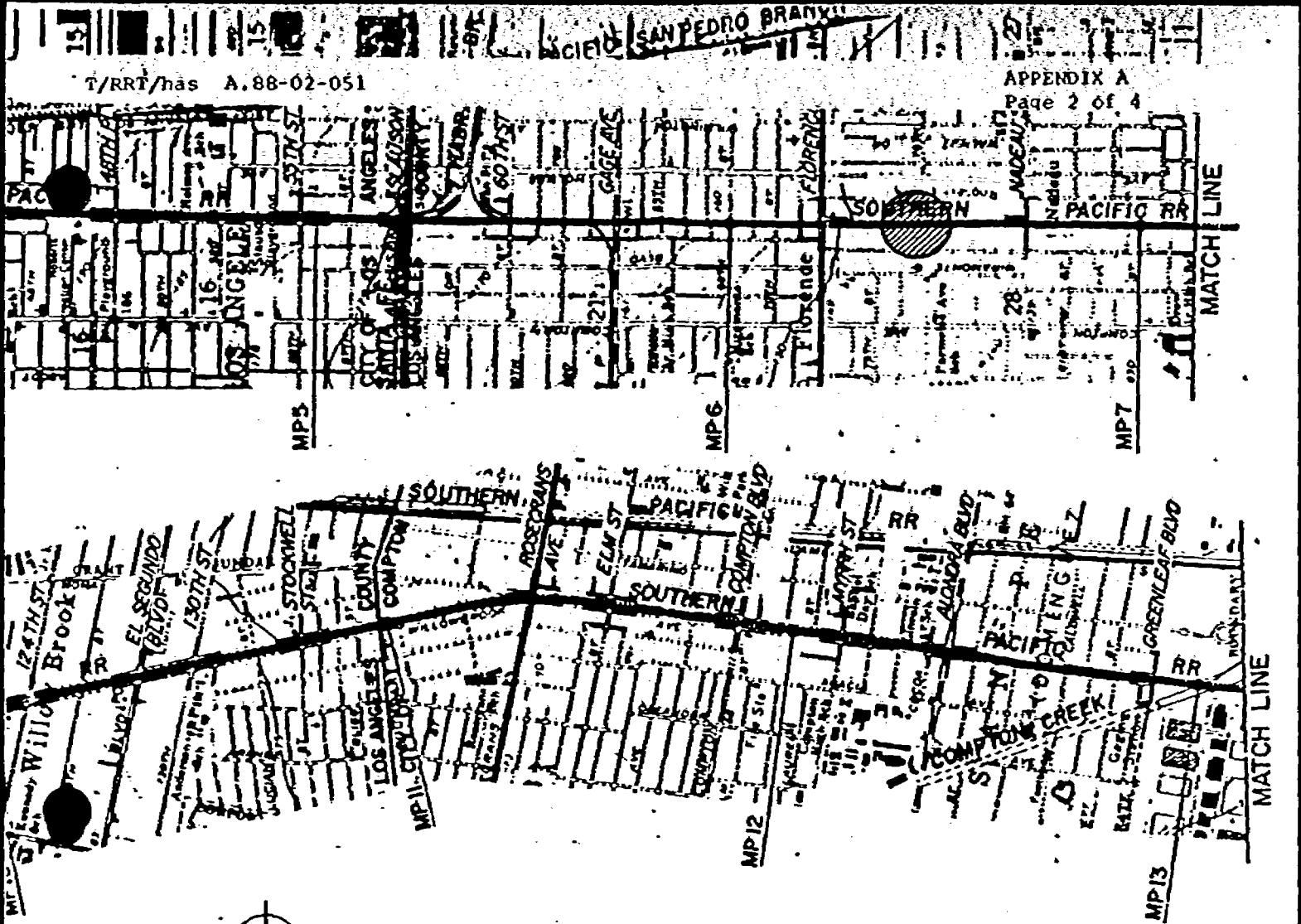
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DOCUMENTS

ARE POOR

ORIGINALS

MICROFILMING SERVICES
WILL NOT ASSUME
RESPONSIBILITY FOR THE
IMAGE QUALITY



<u>CROSSING NAME</u>	<u>SPTC CROSSING NO.</u>	<u>PROP. LACTC CROSSING NO.</u>
76TH ST. PEDESTRIAN GRADE SEPARATION	BBH 488.67-AD	84L-6.44-AD

EXHIBIT A

ELI COUNTY TRANSPORTATION COMMISSION
Long Beach-Los Angeles Rail Transit Project

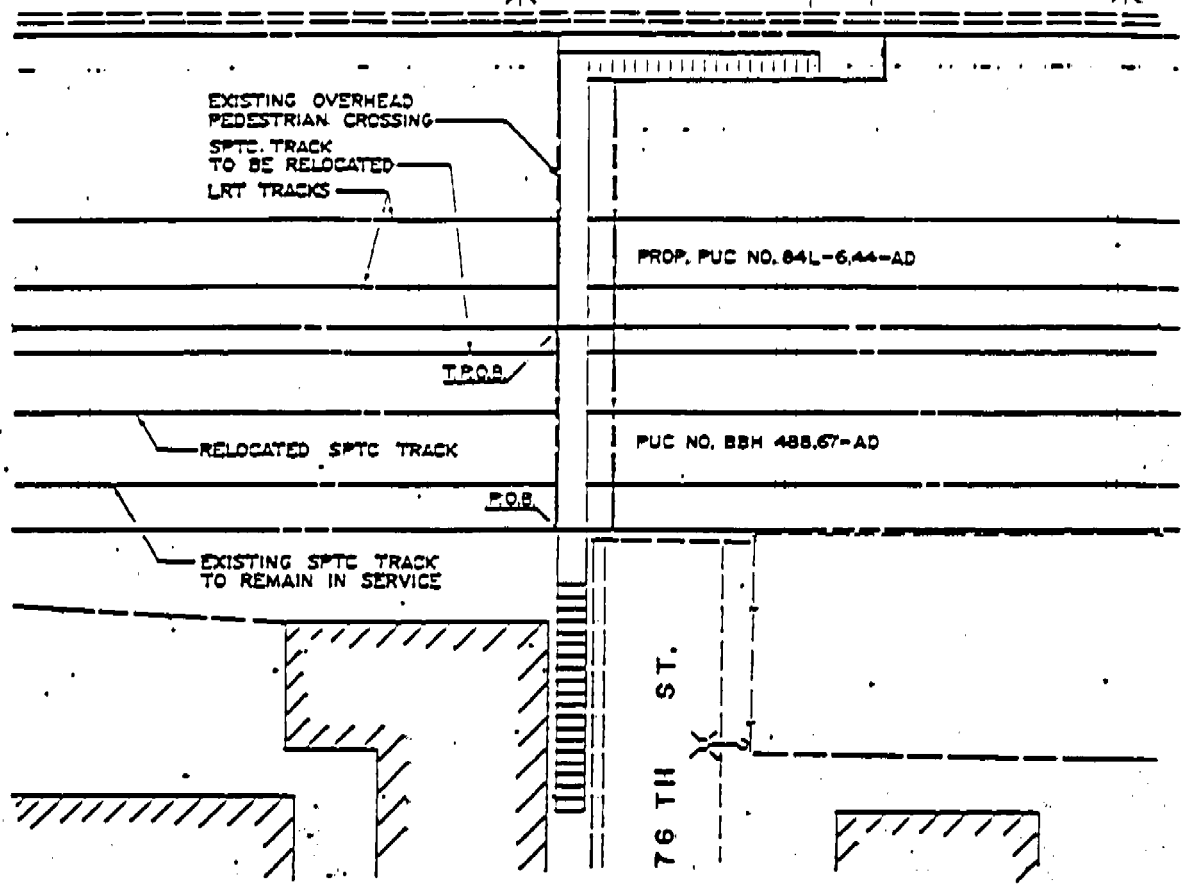
Southern California Rail Consultants
A Joint Venture of
Petersen Engineering/Architects & Designers, Inc.
Kaiser Engineers (California Corporation)
Drews, Vinton, Johnson, & International

APPROVED:

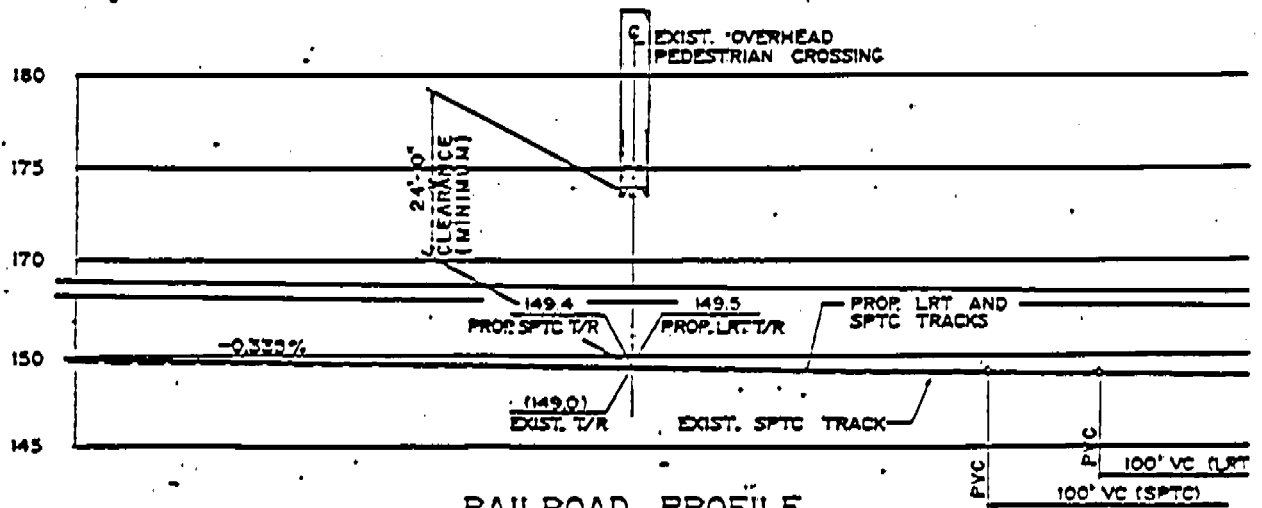
PROPOSED TRACK RELOCATION AND ALTERATION AT
76TH ST. PEDESTRIAN GRADE SEPARATION
KEY PLAN

CONTRACT NO.	
DRAWING NO.	
REV.	SHEET NO.
SCALE	

G R A H A M A V E.



PLAN



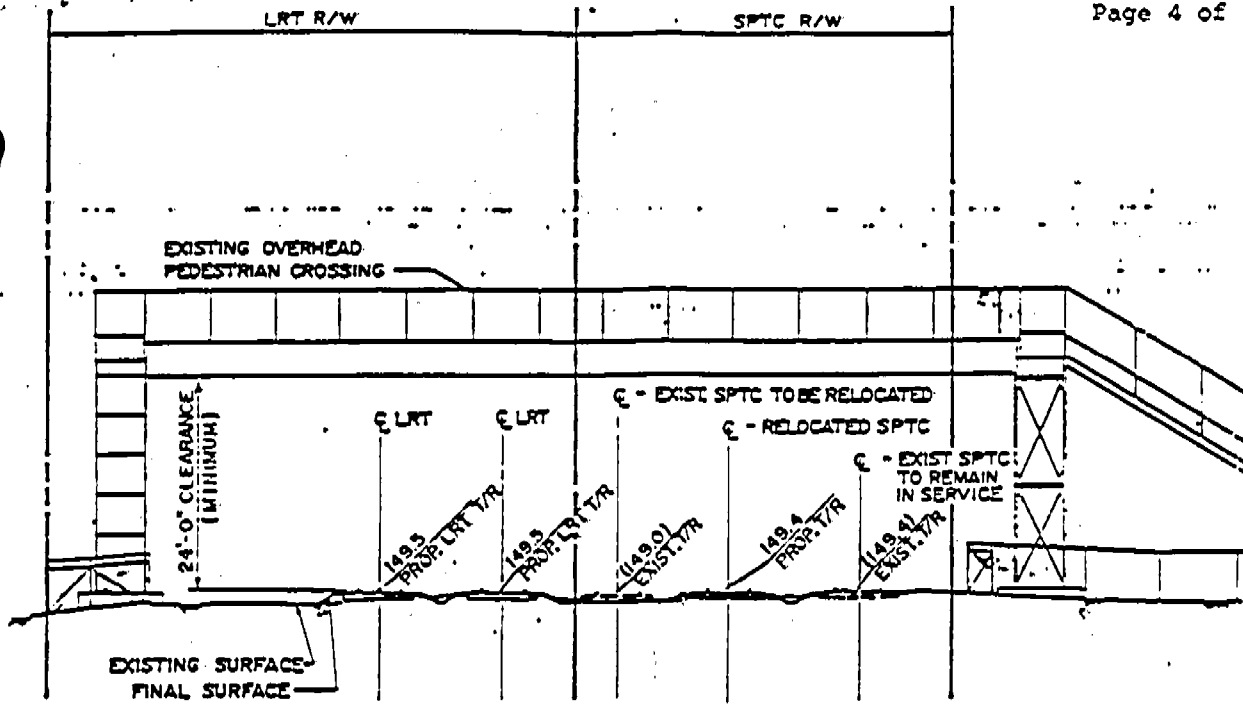
RAILROAD PROFILE

Prepared By	Checked By	Designated By	Reviewed By

DESIGNED BY	
DRAWN BY	
CHECKED BY	
APPROVED BY	



LRT R/W
SPTC R/W



TRACK CROSS SECTION @ OVERHEAD PEDESTRIAN CROSSING

LEGEND

- ===== EXISTING CURB AND GUTTER
- X— EXISTING STREET LIGHT
- ////// EXISTING BUILDING

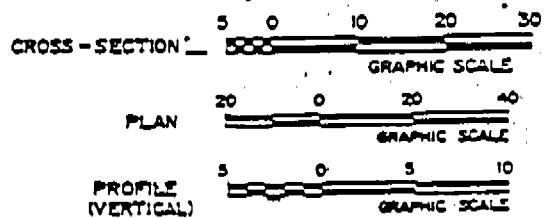


EXHIBIT B

ES COUNTY TRANSPORTATION COMMISSION
ng Beach-Los Angeles Rail Transit Project

PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION
OF LACTC LRT TRACK AT 76TH ST.
PEDESTRIAN GRADE SEPARATION
C.P.U.C. CROSSING No. BBH 488.67-AD, DOI CROSSING No. 747856W
PROPOSED LACTC CROSSING No. 84L-6.44-AD
COUNTY OF LOS ANGELES

CONTRACT NO.	
DRAWING NO.	
REV.	SHEET NO.
SCALE	