

T/RRT/sc \*

Decision 89-04-039 April 12, 1989

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 )  
above Alameda Street at a location )  
designated by Southern Pacific )  
Transportation Company as Dominguez )  
in the County of Los Angeles. )

Application 88-12-033  
(Filed December 16, 1988)

INTERIM 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 at separated grades over Alameda Street 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. 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 impact 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 project has been inspected by the Safety Division's Traffic Engineering staff, who after review of the proposed crossing improvement plans, portions of which have been incorporated in Appendix "A" attached to this order, recommend that LACTC's request be granted.

During the course of planning and review the Commission's Rail/Transit Planning and Policy Branch was initially of the opinion that consideration should be given to the installation of railings and walkways on LRV aerial structures, at such locations where installation might appear desirable on the Long Beach-Los Angeles Rail Transit Project. After several meetings by all the concerned parties during a two year time frame, LACTC advised the Commission that it believed it could successfully satisfy the individual concerns of the affected agencies along the corridor. It was their intention to address and resolve each issue with each agency on a case-by-case, agency-by-agency basis.

LACTC further believes that because of the unique and diverse circumstances associated with each segment of the project, that their proposed course of action would satisfactorily resolve any concerns of the transit corridor agencies as well as reservations that the Commission staff may have had initially concerning the issue of handrail/walkways for the Long Beach-Los Angeles Rail Transit Project aerial structures.

Because of the urgency of this project and the need for LACTC to move ahead with the construction of this important

segment of LRT system, we will issue an order granting interim authority for the construction of LRV tracks as requested by applicant in the instant application. A later final order will be issued addressing the question of aerial structures in this proceeding and in those other proceedings where this question has been raised (Applications 86-08-035, 87-12-034, 88-08-005, 88-06-037, and 88-06-024.) This will allow for a more comprehensive and consistent treatment of these several related matters, without unduly delaying LACTC's necessary construction work at the Alameda Street site now. The Safety Division's Traffic Engineering Section has studied the need for the proposed grade separation and recommends that one be granted at this location.

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 across a public highway. Detailed drawings of the grade separations and roadway geometrics are in Appendix "A" attached to this order.

The Commission by Decision 87-07-073, dated July 29, 1987 in Application 87-04-052 had granted LACTC authority to construct an SPT track across Alameda Street identified as Crossing BBM-496.68-C and to close and remove Crossing BBH-496.51, also across Alameda Avenue. In addition, LACTC filed Application 88-12-021 on December 8, 1988, to construct portions of the LRV grade separation structure over three tracks of SPT's Wilmington and San Pedro Branch Lines.

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 December 21, 1988. 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 at separated grades over Alameda Street in Los Angeles County.
2. Construction of the LRV tracks at separated grades over Alameda Street is an essential element in the construction of the LRT system.
3. Public convenience, necessity, and safety require construction of the two LRV tracks at separated grades over Alameda Street as indicated in Appendix "A" attached to this order.
4. The need for railings and walkways on LRV aerial structures will be dealt with by further order of the Commission.
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 at the earliest possible date.

INTERIM ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks at separated grades over Alameda Street, to be identified as Crossing 84L-14.3-B in Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix "A" of this order.

2. Clearances and walkways shall be in accordance with General Order (GO) 143.

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. The Commission will issue a final order concerning railings and walkways on aerial structures at a later date.

5. 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.

6. 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.

7. The application is granted as set forth above.  
This order is effective today.  
Dated APR 12 1989 at San Francisco, California.

G. MITCHELL WILK  
President  
STANLEY W. HULETT  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
Commissioners

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

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

*Victor Woyner*  
Victor Woyner, Executive Director

**THE NEXT**

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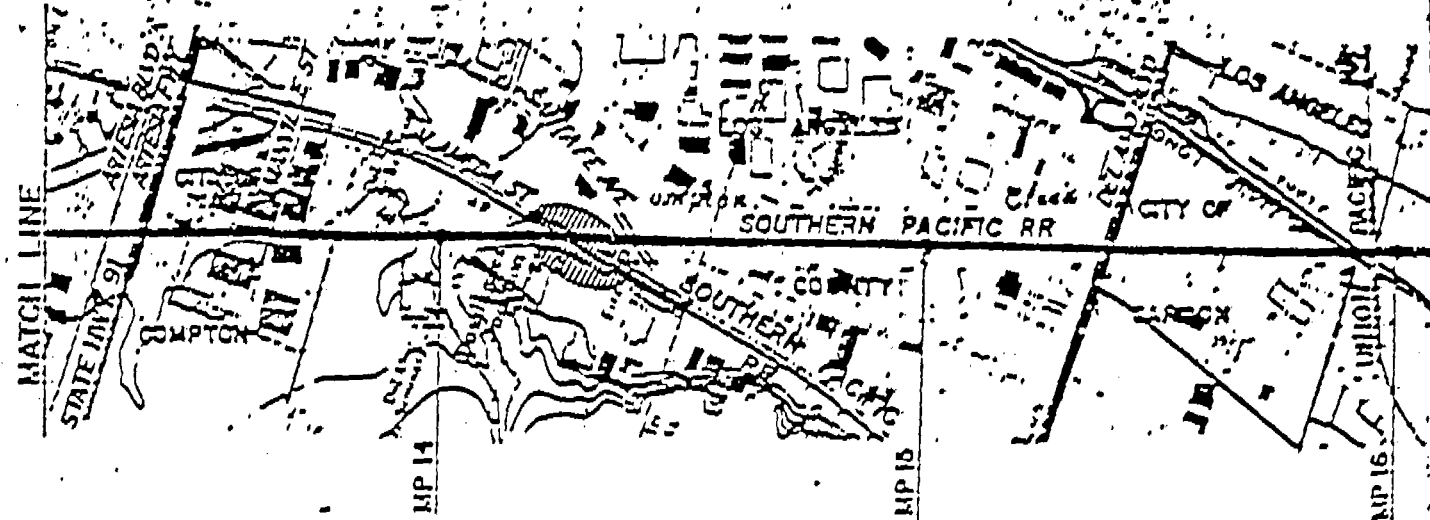
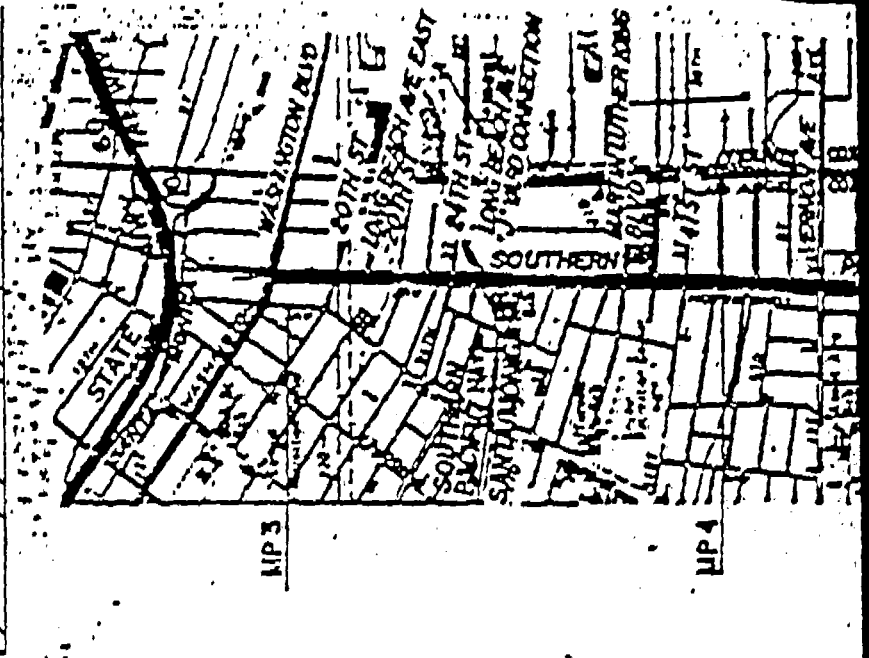
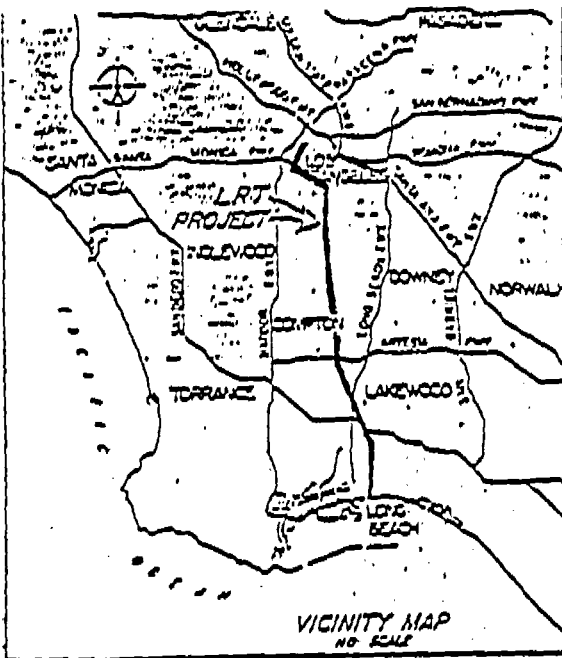
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*will not assume responsibility*

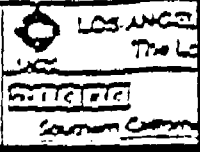
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APR 13 1987

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By	T/RRT/sc
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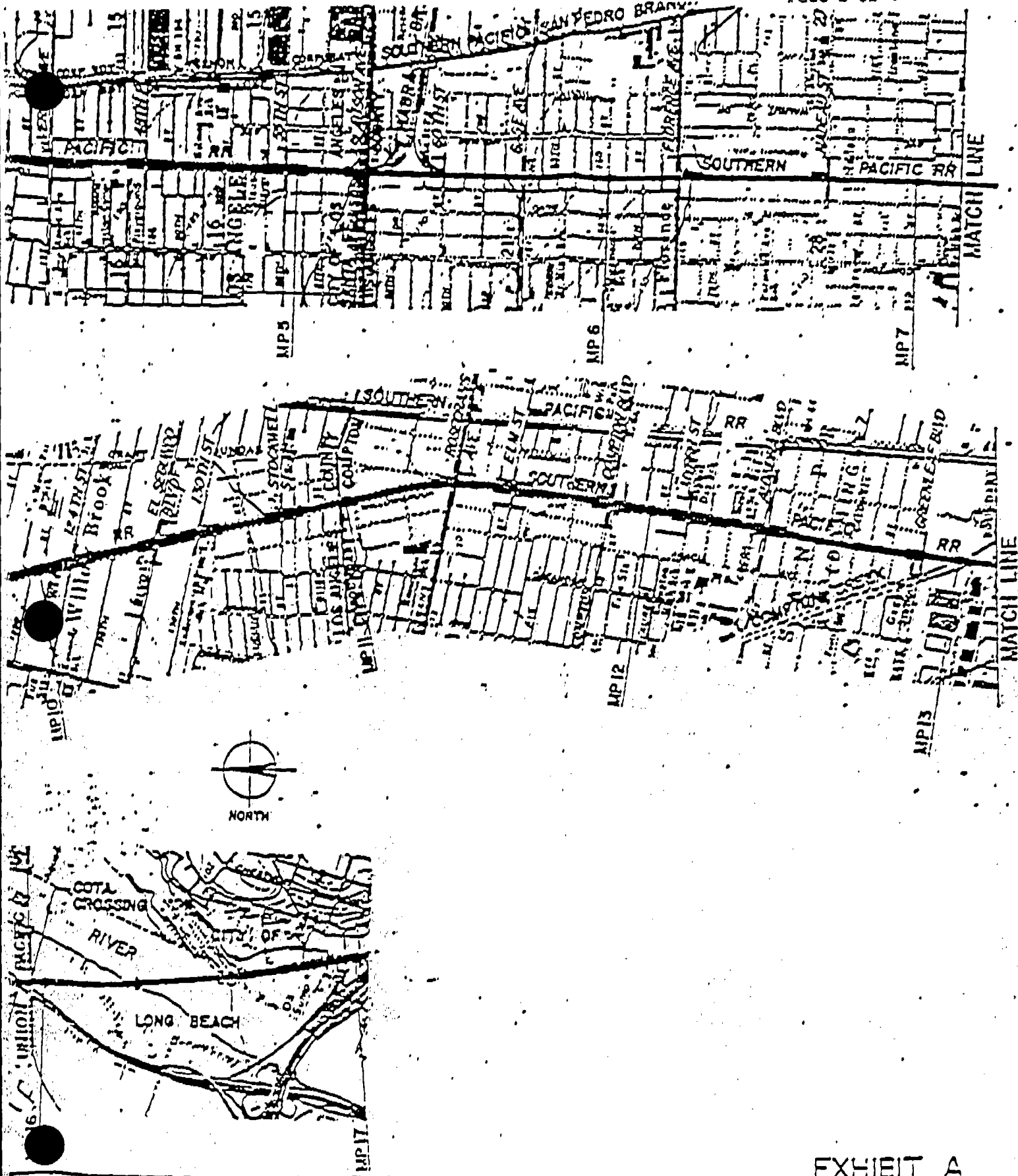


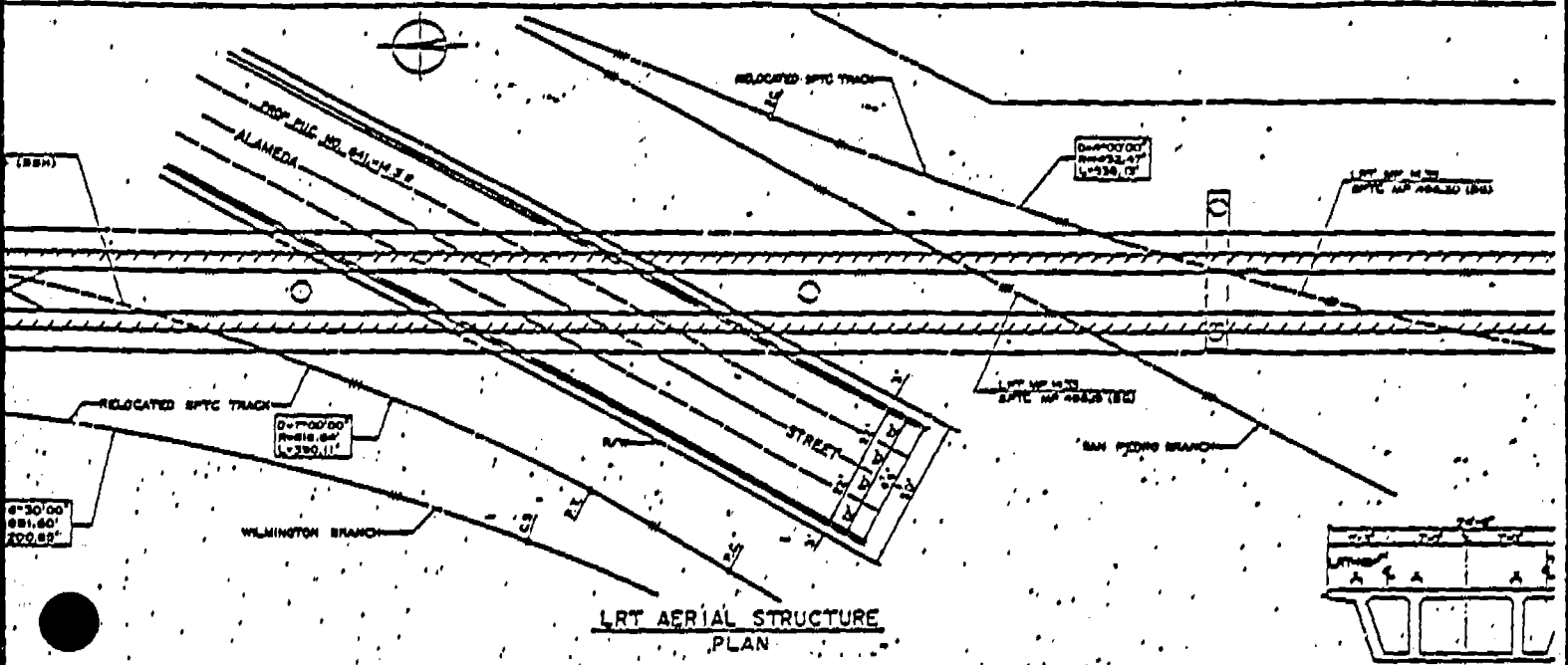
EXHIBIT A

S ANGELES COUNTY TRANSPORTATION COMMISSION  
The Long Beach-Los Angeles Rail Transit Project

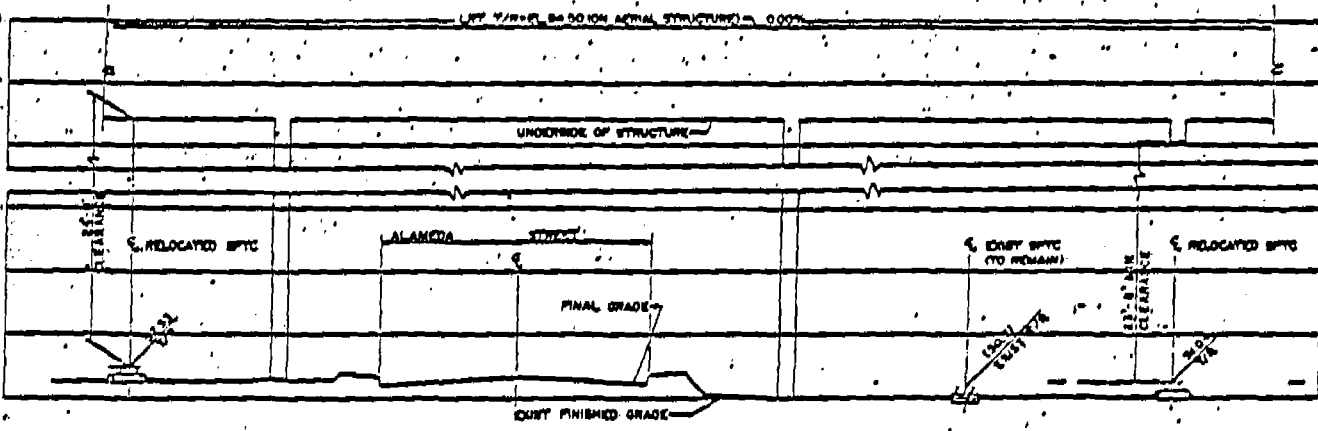
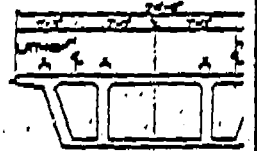
California Rail Commission Southern California Rail Commission	Southern California Rail Commission California Rail Commission
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LACTC LRT TRACK GRADE SEPARATION  
OVER  
ALAMEDA STREET  
PROP. RUC NO. 84L-14.3 B  
COUNTY OF LOS ANGELES

CONTRACT NO. DRAWING NO.	DATE SHEET NO.
SCALE APPROX. 1" = 1000'	



**LRT AERIAL STRUCTURE  
PLAN**



**LRT AERIAL STRUCTURE  
PROFILE**

**EXHIBIT**

NO.	REVISION	DATE

LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Long Beach-Los Angeles Rail Transit Project

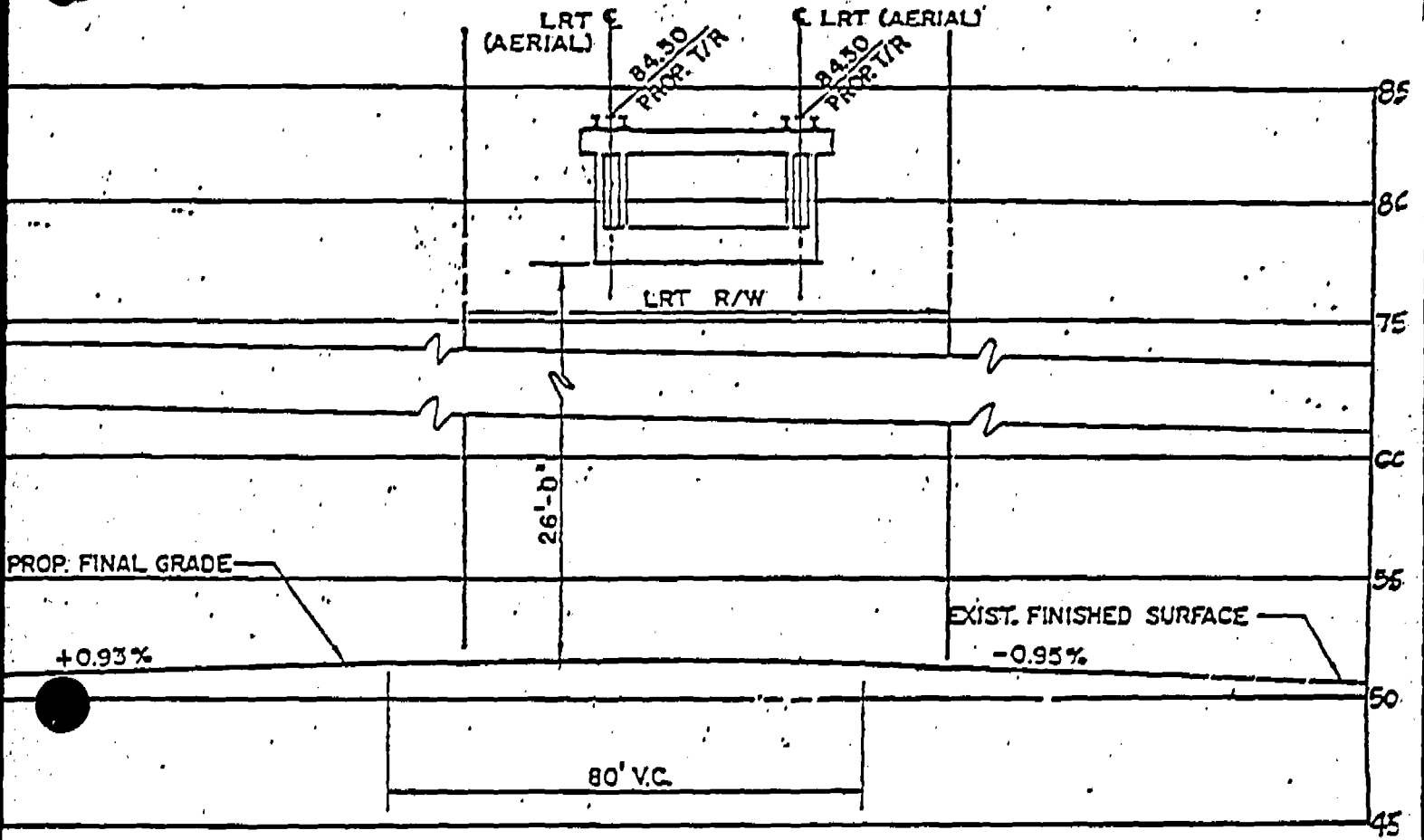
**CONTRACTOR**  
Southern California Rail Constructors

**CONSULTANT**  
Southern California Rail Constructors

**LACTC LRT TRACK GRADE SEPARATION OVER ALAMEDA STREET**

PROJ. PUC NO. SACL-MA-3-B  
COUNTY OF LOS ANGELES

SHD  
JTC



# ALAMEDA STREET PROFILE

## EXHIBIT

SHEET 2 of 2

LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Long Beach-Los Angeles Rail Transit Project

**Southern California Rail Consultants**  
A Joint Venture of  
 • Parsons Brinckerhoff Quade & Douglas, Inc. -  
 • AECOM Engineering (Contract) Corporation  
 • O'Brien, Kern, Johnson, & Associates

SUBMITTED: \_\_\_\_\_ APPROVED: \_\_\_\_\_

LACTC LRT TRACK GRADE SEPARATION  
OVER  
ALAMEDA STREET  
PROP. P.U.C. NO. 84L-14.5 B  
COUNTY OF LOS ANGELES

ORIGINAL

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