

Decision 90 05 079 MAY 22 1990

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 grade across the Southern)
 Pacific Transportation Company Santa)
 Monica Branch track at Southern Pacific)
 MP 485.7 and at LACTC MP 3.46 and)
 construction and operation of an)
 interlocking plant in the City of Los)
 Angeles, County of Los Angeles,)
 California.)

Application 89-11-033
(Filed November 28, 1989)

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 across the Southern Pacific Transportation Company's (SPT) Santa Monica Branch track at Milepost (MP) 485.7 (SPT) and MP 3.46 (LACTC) and to construct and operate an interlocking plant 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 Section 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 project has been inspected by the Commission's Rail Transit Safety staff who, after review of the proposed crossing and interlocking plans (portions of which have been incorporated in the appendix attached to this order), recommend that LACTC's request be granted as set forth below.

LACTC has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 41, which relates to the construction of a railroad track across a railroad. Detailed drawing of the interlocking geometrics is in the appendix attached to this order.

Due to the staff of Safety Division's Railroad Operations and Safety Section concern about the safety of operations as SPT accesses its Santa Monica Branch (MP 485.7) to or from its Wilmington Branch (MP 485.6), the staff requested and SPT has furnished staff interlocking procedures that address all possible operational scenarios. Under ordinary circumstances, an SPT crewman will attempt to contact the light rail system's control operator when a freight movement is planned over the LRV tracks. As soon as possible after receiving such a request, the operator will align the tracks by power switch and power derail and will clear the signal for SPT movement. Meanwhile the operator will cause affected LRV trains to be held at prior stations until the SPT movement is complete.

If the SPT signal fails to clear and the light rail control operator knows that the route has been properly lined and that there are no conflicting movements, he may give oral authority for the SPT train to proceed.

If the light rail operator is unable to properly line the dual control switch or derail, he may instruct the SPT crew to operate it by hand.

In the event that the SPT train crew is unable to contact the LRV control operator, the crew may call their own route by using a wayside pushbutton located at the SPT signal. If the desired route fails to clear after the pushbutton is pressed, crews must wait five minutes before proceeding in accordance with hand throw procedures.

Procedures for the SPT trains are the same for both eastbound and westbound moves. All SPT movements at the Santa Monica Interlocking must be logged by the light rail control operator with the time of the call and the beginning and completion times of the move.

The Railroad Operations and Safety Section is satisfied that compliance with these interlocking procedures will insure the continued safe operations of SPT freight trains and LRVs at the Santa Monica Interlocking location.

LACTC wishes to complete construction and commence testing of trains over the crossing during the second quarter of 1990. It is, therefore, requested that the usual 30-day effective date on an order be waived. Maintenance and operation of the tracks, track crossings, interlocking plant and all appurtenances will be performed by and costs thereof borne by LACTC and SPT in accordance with an agreement to be entered into which is under negotiation between the parties. We will make our order effective immediately for construction of the track crossings and interlocking plant. However, operation and maintenance of the crossing and interlocking plant shall be subject to the following conditions:

Revenue service passenger operations of LRV's may be conducted over the crossing after final completion and acceptance of the interlocking plant provided:

- a) A signed agreement has been entered into between LACTC and SPT for maintenance and operation of the crossing and interlocking plant.
- b) The agreement describes the exact procedures to be followed for both railroad train and LRV movements over the crossing under all conditions involving operation of the interlocking plant, including manual flagging operations and all provisions required by this order.
- c) The agreement has been concurred with by the Southern California Rapid Transit District (SCRTD) and approved by the Safety Division's Manager of the Rail Transit Safety Branch.

Notice of the application was published in the Commission's Daily Calendar on December 5, 1989. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority under Public Utilities Code Sections 1201 et seq. and Section 99152 to construct two LRV tracks at grade across SPT's Santa Monica Branch Track and to construct and operate an interlocking plant in Los Angeles County.

2. Construction of the two LRV tracks and the interlocking plant is an essential element in construction of the LRT system.

3. Maintenance and operation of the tracks, track crossings, interlocking plant and all appurtenances will be performed by and costs thereof borne by LACTC and SPT in accordance with an agreement to be entered into which is under negotiation.

4. SPT and LACTC have established procedures to ensure the safe operation of Santa Monica Branch freight trains crossing over LRV tracks. These procedures normally involve SPT contacting the light rail operator to align the power switch and power derail for diverging movement but include contingency methods for the crew to

operate the dual control switch by hand or use a pushbutton at the signal to line its own routes.

5. Public convenience, necessity and safety require construction of LRV tracks at grade across SPT Santa Monica Branch and the interlocking plant.

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.

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 complete construction of the interlocking plant at the subject crossing during the second quarter of 1990.

O R D E R

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks at grade across the Southern Pacific Transportation Company's (SPT) Santa Monica Branch Track at Milepost (MP) 485.7 (SPT) and MP 3.46 (LACTC) and to construct and operate an interlocking plant in Los Angeles County at the location and substantially as shown in the plans attached to the application and Appendix of this order.

2. Construction shall be in compliance with the standards set forth in General Orders 26-D, 33-B and 118.

3. Construction and Maintenance costs of the LRV tracks and the interlocking plant and all appurtenances shall be in accordance with an agreement which shall be entered into between LACTC and SPT. A copy of the agreement shall be filed with the Commission's Safety Division upon execution by the concerned parties.

4. All movements on the Southern Pacific Transportation Company's track shall be subject to the following conditions:

- a) Through direct contact with the LACTC central control operator, and in accordance with established procedures, Southern Pacific trains will operate by his signal and direction, making sure all switches and derails are lined for safe movement across LACTC tracks. Or,
- b) In the event that manual procedures are used by SPT to cross the Light Rail Track due to the inability of SPT to contact the designated Control Operator and the governing indicator light is not illuminated, a waiting period of 5 minutes is required to be observed for SPT movements prior to movement across the light rail tracks.
- c) SPT crew operational instructions are to be maintained on the push button boxes on signals for the interlocking at SPT MP 485.7 on the Santa Monica Branch.
- d) Normal position of entry switch from SPT's Santa Monica Branch across LRV trackage onto the Santa Monica Branch shall be aligned for movement away from the Santa Monica Branch.

5. Revenue service passenger operations of LRV's may be conducted over the crossing after final completion and acceptance of the interlocking plant provided:

conducted over the crossing after final completion and acceptance of the interlocking plant provided:

- a) A signed agreement has been entered into between LACTC and SPT for maintenance and operation of the crossing and interlocking plant.
- b) The agreement describes the exact procedures to be followed for both railroad train and LRV movements over the crossing under all conditions involving operation of the interlocking plant; including manual flagging operations.
- c) The agreement has been concurred with by SCRTD and approved by the Safety Division's Manager of the Rail Transit Safety Branch.

6. Within 15 days of the completion of the work under this order, LACTC shall notify the Commission's Safety Division in writing that the authorized work has been completed.

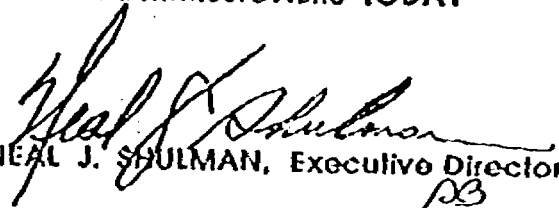
7. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

8. The application is granted as set forth above.

This order becomes effective today.

Dated MAY 22 1990, at San Francisco, California.

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


NEAL J. SHULMAN, Executive Director

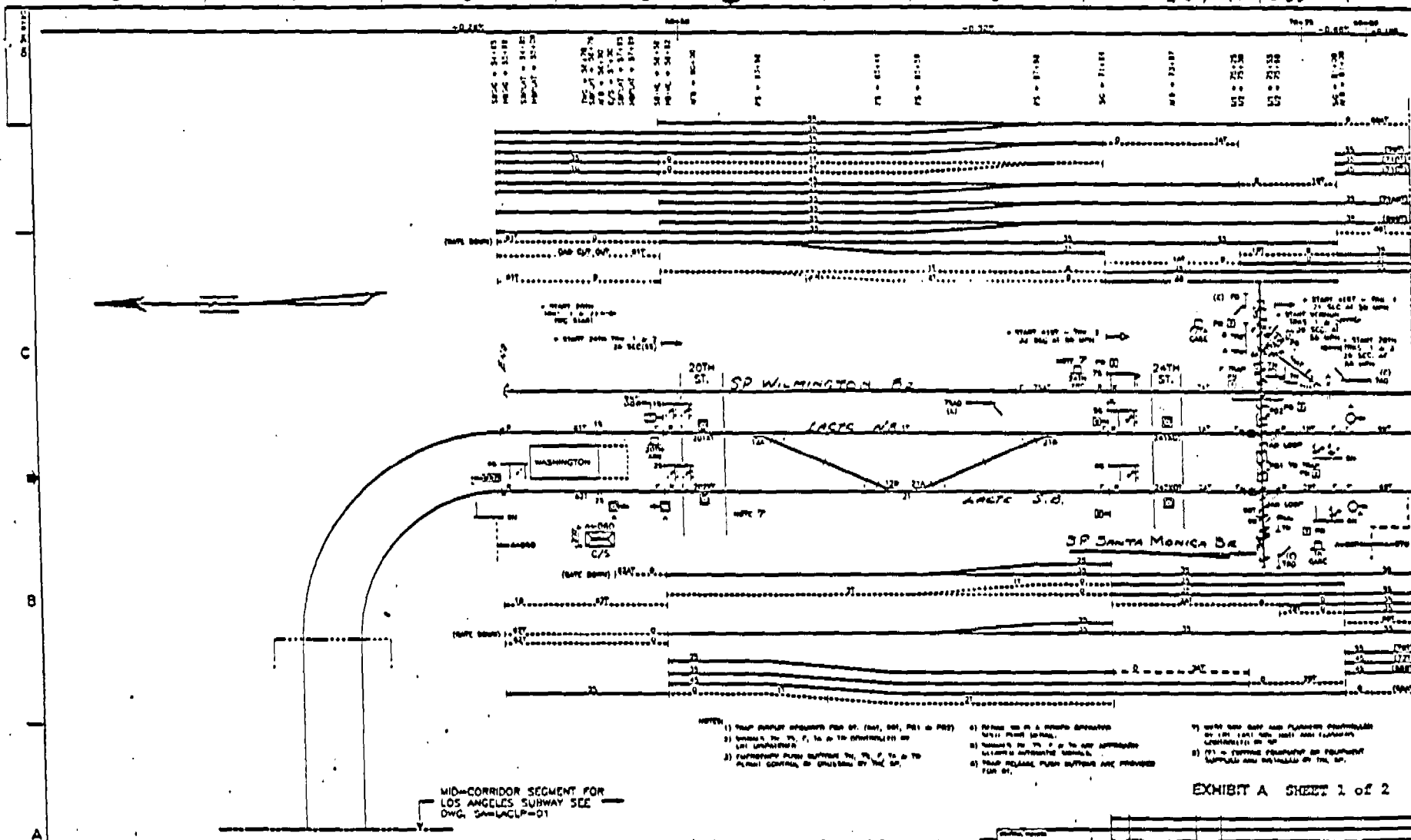
G. MITCHELL WILK
President
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

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

A-289-11-1033

A 89-11-033

APPENDIX A 89-11-033
TRANSIT SIGNALING LOCATION & CONTROL LINE PLAN WASHINGTON
PAGE 1 OF 2



- NOTES:
- 1) TRACK CENTER POINTS FOR ST. (INT. ST. P. 1 & P. 2)
 - 2) TRACKS TO ST. P. 1 & P. 2 TO BE CONSIDERED AS ONE TRACK
 - 3) TRACKS TO ST. P. 3 TO BE CONSIDERED AS TWO TRACKS
 - 4) TRACKS TO ST. P. 4 TO BE CONSIDERED AS TWO TRACKS
 - 5) TRACKS TO ST. P. 5 TO BE CONSIDERED AS TWO TRACKS
 - 6) TRACKS TO ST. P. 6 TO BE CONSIDERED AS TWO TRACKS
 - 7) TRACKS TO ST. P. 7 TO BE CONSIDERED AS TWO TRACKS
 - 8) TRACKS TO ST. P. 8 TO BE CONSIDERED AS TWO TRACKS
 - 9) TRACKS TO ST. P. 9 TO BE CONSIDERED AS TWO TRACKS
 - 10) TRACKS TO ST. P. 10 TO BE CONSIDERED AS TWO TRACKS
 - 11) TRACKS TO ST. P. 11 TO BE CONSIDERED AS TWO TRACKS
 - 12) TRACKS TO ST. P. 12 TO BE CONSIDERED AS TWO TRACKS
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 - 17) TRACKS TO ST. P. 17 TO BE CONSIDERED AS TWO TRACKS
 - 18) TRACKS TO ST. P. 18 TO BE CONSIDERED AS TWO TRACKS
 - 19) TRACKS TO ST. P. 19 TO BE CONSIDERED AS TWO TRACKS
 - 20) TRACKS TO ST. P. 20 TO BE CONSIDERED AS TWO TRACKS
- EXHIBIT A SHEET 1 of 2

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

CONSTRUCT SIGNALING, INC.

TRANSIT SIGNALING
LOCATION & CONTROL LINE PLAN
WASHINGTON

