

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division
Rail Transit Safety Branch

Resolution ST-4
March 13, 1991

R E S O L U T I O N

GRANTING THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION AUTHORITY TO CLASSIFY THE METRO GREEN LINE AS A LIGHT RAIL TRANSIT SYSTEM FOR THE SPECIFIC PURPOSE OF ESTABLISHING THE MINIMUM HEIGHT OF THE OVERHEAD CONTACT WIRE.

SUMMARY

The Los Angeles County Transportation Commission (LACTC) requests authority to classify the Metro Green Line as a light rail transit system for the specific purpose of establishing the minimum height of the overhead contact wire. LACTC's proposal will not compromise the safe operation of trains. This resolution grants LACTC's request.

BACKGROUND

The Los Angeles County Transportation Commission (LACTC), by letter dated January 2, 1991, requests authority to classify the Metro Green Line as a light rail transit system for the specific purpose of establishing the minimum height of the overhead contact wire.

The current overhead contact wire minimum height is designed by LACTC to be in accordance with General Order 143, Paragraph 5.3.5 which states that the overhead contact wire height will be a minimum of 9 inches above the height of the pantograph in the retracted position.

DISCUSSION

General Order 143 defines a light rail transit system to be a system which utilizes an electrically propelled passenger carrying rail vehicle capable of operating on exclusive, semi-exclusive, and non-exclusive alignments. The Green Line vehicles are designed to operate in passenger service on an entirely exclusive right-of-way. They will not operate in passenger service over a semi-exclusive or non-exclusive right-of-way. Except for the fact that the vehicles are designed to operate on only one of three possible alignment classifications, the Green Line meets all the other conditions described in the definition for a light rail transit system as contained in

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General Order No. 143 Section 3.2.

The overhead contact wire minimum height of 9 inches above the height of the pantograph in the retracted position permitted by General Order 143, Paragraph 5.3.5 applies specifically and only to light rail transit systems on fully exclusive rights-of-way, Alignment Classifications 4.1 and 4.2.1. Furthermore, since the Green Line vehicles will operate in passenger service only over an exclusive right-of-way, and the Green Line meets all the other conditions of a light rail system, safety will not be compromised by applications of General Order 143, Paragraph 5.3.5 to the Metro Green Line Project. For the specific purpose of defining the OCS wire height, the Green Line system can safely be considered a light rail transit system.

PROTESTS

No protests have been filed.

FINDINGS

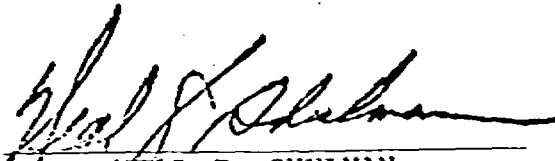
Staff has reviewed LACTC's request and finds it appropriate and reasonable. Approval to classify the Metro Green Line as a light rail transit system for the specific purpose of establishing the minimum height of the overhead contact wire is reasonable and safe.

THEREFORE, IT IS ORDERED that:

The Los Angeles County Transportation Commission is granted authority to classify the Metro Green Line as a light rail transit system for the specific purpose of establishing the minimum height of the overhead contact wire in accordance with the provisions of General Order No. 143 Paragraph 5.3.5.

I hereby certify that this resolution was adopted by the Public Utilities Commission at its regular meeting on March 13, 1991
The following Commissioners approved it:

PATRICIA M. ECKERT
President
G. MITCHELL WILK
JOHN B. OHANIAN
DANIEL WM. FESSLER
NORMAN D. SHUMWAY
Commissioners


NEAL J. SHULMAN
Executive Director