

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety and Enforcement Division
Rail Transit Safety Branch

Resolution ST-143
October 2, 2014

RESOLUTION

RESOLUTION ST-143 GRANTING APPROVAL OF THE
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY'S SAFETY AND
SECURITY CERTIFICATION PLAN FOR THE
CRENSHAW CORRIDOR TRANSIT PROJECT

SUMMARY

This Resolution grants the request of the Los Angeles County Metropolitan Transportation Authority for approval of the Safety and Security Certification Plan for the Crenshaw/LAX Transit Corridor Project.

PROJECT DESCRIPTION

Los Angeles County Metropolitan Transportation Authority (LACMTA) light rail transit operations consist of the Red, Purple, Blue, Green, Gold and Expo Lines. The LACMTA rail system carries an average of 310,000 passengers per day.

The Crenshaw/LAX Transit Corridor Project is a new alignment that will service four cities (Los Angeles, Inglewood, Hawthorne, and El Segundo), as well as unincorporated areas in the Los Angeles County. The project consists of eight new stations over its 8.55-mile length. The project will provide a link from downtown Los Angeles to the Green Line LAX/Aviation Boulevard Station, which has connecting shuttle service to Los Angeles International Airport (LAX). The project will also result in a connection between the LACMTA Exposition Line and the LACMTA Green Line, in the vicinity of LAX, improving LACMTA's overall system connectivity.

The proposed alignment begins at the intersection of Crenshaw and Exposition Blvd, where it will branch off of the existing LACMTA Exposition Line. From the intersection of Crenshaw and Exposition Blvd, the alignment travels south in a semi-exclusive center-median street-running alignment along Crenshaw Blvd for approximately 3.25 miles to an existing exclusive railroad right-of-way along the former BNSF Railway Company Harbor Subdivision tracks, which LACMTA acquired for this project. (Note: Freight rail service on the line is terminated.) The alignment then runs in a southwest direction for approximately 3.15 miles, running adjacent to segments of West Florence Avenue and Aviation Blvd. The alignment travels along adjacent to the west curb line of Aviation Blvd for approximately 2.15 miles, where it will terminate with a connection at the existing Green Line Aviation/LAX Station, just south of the I-105 Freeway. The total distance of the alignment is approximately 8.55 miles.

The alignment is comprised of a double track right-of-way consisting of a mix of sections of the alignment that will run at-grade in-street, at-grade within an exclusive railroad right-of-way, on aerial structures, and below grade in underpasses or tunnels.

BACKGROUND

Commission General Order 164-D, *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems*, Section 11, *Requirements for Safety Certification Plan*, requires that each Rail Transit Agency (RTA) prepare a project-specific Safety and Security Certification Plan (SSCP) for each major project and ensure that all entities involved in design, construction, operation, and maintenance of the project comply with the safety certification process.

The SSCP verifies the organizational authority and responsibilities, safety certification activities, processes, procedures, documentation requirements and responsibilities, and reporting requirements are defined and all stakeholder parties are compliant and in agreement with the contents of the SSCP.

In accordance with GO 164-D, a Safety Certification Verification Report (SCVR), with signed conformance certificates for the certifiable elements, is

required to be submitted by LACMTA and approved by the Safety and Enforcement Director prior to revenue service beginning. Certain minor open issues may be allowed at the beginning of revenue service if appropriate work-arounds and a timeline for completion acceptable to staff is submitted with the SCVR.

CPUC staff (staff) notes in advance it will not support approval of the SCVR at that time if there are any open issues relating to LACMTA train control or train signaling systems, or at-grade crossing systems. Those systems must be operating fully as intended before revenue service begins.

On December 5, 2011, LACMTA submitted an SSCP for the Crenshaw/LAX Transit Corridor Project to staff for review and requested Commission approval. Although the project safety certification plan is largely separate and distinct from the specific line alignment and issues relating to at-grade, above-grade and below-grade configurations, because of the protests to some of the LACMTA crossing proposals and potential impacts of Commission decisions on particular aspects of the project, and thus its safety certification plan, this matter was delayed by staff in order to evaluate the SSCP in the context of those decisions. The contested Applications for crossings on the Crenshaw Transit Corridor project were resolved by Decision (D.) 14-08-005, issued August 20, 2014, and D.14-08-045, issued September 3, 2014.

Staff has reviewed the SSCP and found the SSCP to meet the requirements set forth in General Order 164-D, Section 11.

DISCUSSION

The Crenshaw/LAX Transit Corridor Project is one of LACMTA's projects to provide improved rail service to the residents of the city and county of Los Angeles. LACMTA received Federal, State and local funding, including Measure R (a half-cent L.A. County sales tax), to construct new tracks, stations, an overhead catenary wire system, substations, signaling, switches, crossovers and grade crossing warning systems. The extension provides patrons with an alternative option to driving or riding the bus to reach their destinations in the Inglewood, Hawthorne, and El Segundo

areas by reducing travel times. Construction work is scheduled for completion and revenue service is to begin in Year 2018.

Staff reviewed the Crenshaw/LAX Transit Corridor Project SSCP in accordance with General Order 164-D Section 11, *Requirements for Safety Certification Plan* and Rail Transit Safety Section (RTSS) Procedure 9. Both General Order 164-D, Section 11 and RTSS Procedure 9 were derived by using 49 Code of Federal Regulations (CFR) 659.19 (h) Safety Certification regulatory requirements and the Federal Transit Administration's (FTA) Handbook for Transit Safety and Security Certification guidelines as a reference. Using the checklist provided in RTSS Procedure 9 as a guideline, along with General Order 164-D, Section 11, staff checked the SSCP for the four major elements (SSCP Submittal, Safety Certification Management and Responsibilities, Communication Control with CPUC Staff, and Process for Verification and Documentation) along with the twenty three sub-elements to ensure 49 CFR 659 and CPUC General Order compliance.

The SSCP is in compliance with General Order 164-D and staff recommends that the Commission grant approval of LACMTA SSCP for the Crenshaw project.

NOTICE

On August 29, 2014, this Resolution was published on the Commission's Daily Calendar.

COMMENTS

The draft resolution of the Safety and Enforcement Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(c) of the Commission's Rules of Practice and Procedure. No comments were received from the parties on the service list; however, suggestions to improve clarity were received from the Commission's Legal Division. Non-substantive additions addressing their comments have been made to this agenda resolution.

FINDINGS

1. On December 5, 2011, LACMTA submitted its SSCP for the Crenshaw/LAX Transit Corridor Project for staff review and requested Commission approval.
2. The Crenshaw/LAX Transit Corridor Project will provide additional rail service for Los Angeles County passengers between the LACMTA Exposition Line and Green Line in the vicinity of LAX.
3. Eight new stations are being constructed along the line: four in Los Angeles, three in Inglewood, and one in El Segundo.
4. Staff reviewed the SSCP and found that it meets the requirements set forth by General Order 164-D, Section 11.

THEREFORE, IT IS ORDERED THAT:

1. The request of the Los Angeles County Metropolitan Transportation Authority for approval of the Safety and Security Certification Plan for the Crenshaw/LAX Transit Corridor Project is granted.
2. Los Angeles County Metropolitan Transportation Authority shall submit the Safety and Security Certification Verification Report to CPUC staff as required by the Commission General Order 164-D, Section 12, at least 21 days prior to start of revenue service.
3. This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on October 2, 2014. The following Commissioners voted favorably thereon:

PAUL CLANON
Executive Director