

**PUBLIC UTILITIES COMMISSION**505 VAN NESS AVENUE
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October 22, 2008

Agenda ID #8050
Ratesetting

TO PARTIES OF RECORD IN APPLICATION 06-12-005 ET AL.

This is the proposed decision of Administrative Law Judge (ALJ) Kenneth L. Koss. It will not appear on the Commission's agenda for at least 30 days after the date it is mailed. The Commission may act then, or it may postpone action until later.

When the Commission acts on the proposed decision, it may adopt all or part of it as written, amend or modify it, or set it aside and prepare its own decision. Only when the Commission acts does the decision become binding on the parties.

Parties to the proceeding may file comments on the proposed decision as provided in Article 14 of the Commission's Rules of Practice and Procedure (Rules), accessible on the Commission's website at www.cpuc.ca.gov. Pursuant to Rule 14.3, opening comments shall not exceed 15 pages.

Comments must be filed either electronically pursuant to Resolution ALJ-188 or with the Commission's Docket Office. Comments should be served on parties to this proceeding in accordance with Rules 1.9 and 1.10. Electronic and hard copies of comments should be sent to ALJ Koss at klk@cpuc.ca.gov and the assigned Commissioner. The current service list for this proceeding is available on the Commission's website at www.cpuc.ca.gov.

/s/ ANGELA K. MINKIN
Angela K. Minkin, Chief
Administrative Law Judge

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Attachment

Decision **PROPOSED DECISION OF ALJ KOSS** (Mailed 10/22/2008)

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the Exposition Metro Line Construction Authority for an order authorizing the construction of a two-track at-grade crossing for the Exposition Boulevard Corridor Light Rail Transit Line across Jefferson Boulevard, Adams Boulevard, and 23rd Street, all three crossings located along Flower Street in the City of Los Angeles, County of Los Angeles, California.

Application 06-12-005
(Filed December 6, 2006)

And Related Matters.

Application 06-12-020
Application 07-01-004
Application 07-01-017
Application 07-01-044
Application 07-02-007
Application 07-02-017
Application 07-03-004
Application 07-05-012
Application 07-05-013

DECISION ADDRESSING RAIL CROSSINGS AT FARMDALE AVENUE AND HARVARD BOULEVARD IN THE CITY OF LOS ANGELES REQUESTED BY THE EXPOSITION METRO LINE CONSTRUCTION AUTHORITY

1. Summary

The Exposition Metro Line Construction Authority filed the 10 subject applications in this consolidated proceeding requesting authority to construct 38 rail crossings along the new Exposition Boulevard Corridor Light Rail Transit Line in Los Angeles County. Interim Decision (D.) 07-12-029 authorized construction of 36 of the 38 crossings. Today's decision addresses the two

remaining crossings, at Farmdale Avenue and Harvard Boulevard, requested in Application (A.) 07-05-013 and A.06-12-020, respectively. Both crossings are located in the City of Los Angeles adjacent to school sites.

A.07-05-013, for an at-grade crossing at Farmdale Avenue, is denied. Grade-separated crossings provide a higher level of safety than at-grade crossings and we find here that it is practicable to construct a grade-separated pedestrian bridge and close Farmdale to vehicular traffic.

The application for a grade-separated pedestrian tunnel crossing at Harvard Boulevard, one of the 11 crossings requested in A.06-12-020, also is denied. We find that the proposed Harvard Boulevard crossing would not comply with the Americans with Disabilities Act, and further that it would not provide an adequate level of general public access or safety. We find that a pedestrian bridge at Harvard would provide a better alternative.

Today's decision also adds "environmental impacts" to the list of issues we use as criteria for judging practicability.

This consolidated proceeding remains open to allow the applicant to amend its applications regarding Farmdale Ave. and Harvard Blvd.

2. Background

The Exposition Metro Line Construction Authority (Expo Authority) was created by legislation¹ for the specific purpose of constructing the Exposition Boulevard Corridor Light Rail Transit Line (Expo Line), a new 8-½ mile light rail transit extension line that will run between downtown Los Angeles and Culver

¹ Senate Bill 504 (Kuehl); 2003. Pub. Util. Code § 132600 *et seq.*

City.² The line will be powered by electricity supplied by overhead catenary lines, double-tracked, and for much of the route will run on an existing (now unused) rail right-of-way in the center median of Exposition Blvd.

The Expo Line will be turned over to the Los Angeles County Metropolitan Transportation Authority (MTA) for ongoing operations once construction is completed. Expo Authority, MTA and the City of Los Angeles (City) entered into a Master Cooperative Agreement that provides, among many other elements, the concurrence of these agencies regarding the design, construction, operation and maintenance of the subject crossings.

All 10 of the subject applications were protested. In authorizing construction of 36 of the 38 proposed crossings, D.07-12-029: confirmed the consolidation of the 10 subject applications; determined that an evidentiary hearing (EH) was not necessary with respect to the 36 authorized crossings; found that MTA, as the lead agency for environmental review of the Expo Line project, complied with the California Environmental Quality Act (CEQA) with respect to the 36 authorized crossings; found that it was not practicable to grade-separate the 26 at-grade crossings authorized in the decision; and, left the proceeding open to examine further the two remaining crossings, at Farmdale Ave. and Harvard Blvd.

The Expo Line will run in the center median of Exposition Boulevard at the sites of the proposed crossings at Farmdale Ave. and Harvard Blvd. Exposition

² The Los Angeles to Culver City segment of the Expo Line, the portion subject to this proceeding, is Phase I of an overall project. Phase II, a further extension of the line to Santa Monica, is in the planning stages and not subject to this proceeding or today's decision.

Boulevard is two to three lanes wide in each direction. Any rail crossings at these sites, therefore, must cross the double set of train tracks, and the eastbound and westbound lanes of Exposition Boulevard on each side of the tracks.

At Farmdale Ave., Expo Authority is requesting authority to construct an at-grade crossing immediately adjacent to Susan Miller Dorsey High School (Dorsey). Dorsey is on Farmdale Ave. at the intersection of Exposition Blvd. (southwest corner).

At Harvard Blvd., Expo Authority is requesting approval to construct the rail line in the center median of Exposition Blvd., above an existing pedestrian tunnel. The tunnel and the rail line will be completely grade-separated. The James A. Foshay Learning Center (Foshay) is located on Harvard at Exposition Blvd. (northwest corner). Harvard does not cross Exposition at street level. The tunnel at Harvard Blvd. does not comply with the requirements of the Americans with Disabilities Act (ADA), and now is in use on a limited basis and crosses under all lanes of traffic and the center median of Exposition Blvd. Foshay is immediately adjacent to the tunnel entrance.

Dorsey and Foshay are approximately two miles apart. Both schools are under the jurisdiction of the Board of Education of the City of Los Angeles and the Los Angeles Unified School District (LAUSD).

3. Commission's Role

The Commission has exclusive jurisdiction to determine the manner, location, maintenance, use, and type of protection devices installed at rail crossings in California, pursuant to Pub. Util. Code § 1202(a), and § 99152. As stated in D.07-12-029, and repeated here, the Commission's role in this proceeding is not to approve the Expo Line project itself, but to consider (authorize or deny) the installation of the crossings that will serve the line.

4. Parties to the Proceeding

In addition to the Expo Authority, the following parties participated in this proceeding:

4.1. United Community Associations, Inc. (UCA)

UCA is the protestant of record in this proceeding. Expo Communities United (ECU), a coalition of neighborhood community groups, timely protested all 10 of the subject applications. ECU generally argued in its protests that all of the crossings and the entire Expo Line should be constructed underground below the street surface. The neighborhood groups of ECU later joined with other neighborhood groups and incorporated into UCA. On June 5, 2008, the assigned Administrative Law Judge (ALJ) ruled that UCA is the protestant of record in this proceeding, replacing ECU. We affirm the ruling of the ALJ. UCA (preceded by ECU) has participated fully in this proceeding from the outset.

4.2. Neighbors for Smart Rail (NFSR)

NFSR, another community group, filed a timely response to A.07-05-013 (Farmdale Ave.). NFSR has participated fully in this proceeding since filing its response.

NFSR joined UCA in many of its filings, and jointly presented witnesses and evidence with UCA at the EH in this matter. In their joint closing brief, UCA/NFSR recommend that Expo Authority's applications for the crossings at Farmdale Ave. and Harvard Blvd. be denied, and further that the Commission order grade separations at both locations. We note here that the proposed design of the Harvard Blvd. pedestrian tunnel crossing is completely grade-separated.

4.3. LAUSD

LAUSD representatives attended all of the public procedural events held in this proceeding in 2007, including the first PHC in April, a second PHC, a workshop, and the PPH at Dorsey in November. LAUSD was listed in the “information only” category on the service list for all of 2007.

On December 18, 2007, LAUSD filed a motion for leave to become a party to the proceeding and to file a position statement. The motion was filed eight days after the due date for comments to the proposed decision (draft) of D.07-12-029. By an ALJ ruling dated January 8, 2008, LAUSD was granted party status, prospectively, and its participation was limited to matters involving the crossings at Farmdale Ave. and Harvard Blvd. LAUSD has participated fully since being granted party status.

LAUSD opposes the proposed crossing designs at both Farmdale Ave. and Harvard Blvd. At Farmdale, LAUSD recommends the Commission order a grade-separated flyover for the rail line, leaving Farmdale open to both vehicles and pedestrians. At Harvard, LAUSD recommends the Commission order a pedestrian overcrossing (bridge) instead of approving the rail line being constructed over the existing tunnel.

On April 22, 2008, LAUSD filed a Petition to Modify D.07-12-029. D.08-07-028, issued on August 4, 2008, denied the petition. LAUSD filed a request for rehearing of D.08-07-028 on September 2, 2008. The rehearing request is pending

4.4. Consumer Protection and Safety Division Staff (CPSD)

CPSD protested A.07-01-017. Expo Authority amended A.07-01-017 in May 2007, and CPSD withdrew its protest on June 25, 2007 as the amendment resolved the matters set forth the protest. Since the withdrawal of its protest,

CPSD's role in this proceeding has been advisory in nature. As directed by the assigned ALJ, CPSD staff testified at the EH regarding the practicability of a grade separation at Farmdale Ave.

5. Procedural Events

The Amended Scoping Memo and Ruling of the Assigned Commissioner (Amended Scoping Memo) determined that an EH was necessary with respect to the proposed Farmdale Ave. and Harvard Blvd. crossings. Two prehearing conferences (PHCs), a public participation hearing (PPH) at Dorsey, a public-forum workshop at Foshay, a meet and confer session, and a facilitated mediation conference also were held in the ongoing proceeding. These events are listed below.³

<u>Event</u>	<u>Date</u>	<u>Location</u>
PPH	November 5, 2007	Los Angeles (at Dorsey)
1 st PHC	March 12, 2008	Los Angeles
Meet/Confer (parties)	April 23-30, 2008	Telephonic
Workshop (parties)	May 8, 2008	Los Angeles
2 nd PHC	May 9, 2008	Telephonic
Public Workshop	July 2, 2008	Los Angeles (at Foshay)
EH (procedural only)	August 11, 2008	Los Angeles
Mediation Conference	August 12-13, 2008	Los Angeles
EH (7 days)	September 2-15, 2008	Los Angeles*

* the final day of EH, September 15th was held in San Francisco.

³ Excludes rulings of the assigned Commissioner or ALJ.

5.1. PPH and Public Workshop

The PPH at Dorsey and the public workshop at Foshay⁴ were held for the purpose of hearing public opinion on the proposed crossings at Farmdale Ave. and Harvard Blvd., respectively. Both events were well attended by the public (approximately 300-400 at Dorsey, and 200-300 at Foshay). Approximately 50 people testified/spoke at each event, with many more unable to do so due to time restraints. The Commission's Public Advisor also has received approximately 40-50 written statements on this matter (letters; and, notes from the PPH). Approximately 90% of the participants at both events opposed the crossings as designed. Some favored different crossing designs, but most expressed opposition to the entire Expo Line project.

5.2. First PHC

The purpose of the first PHC was to identify the issues in dispute, and determine if any of these disputes could be resolved through settlement discussions or mediation. An ongoing procedural schedule was established at the PHC that included (all dates 2008): Expo Authority to file and serve supplemental information on March 28th showing alternative design options for the Farmdale and Harvard crossings (designs other than proposed in the applications); a meet and confer session to begin on April 23rd to allow the parties the opportunity to discuss a possible settlement; a workshop on May 8th to review any settlement issues; and, a second PHC on May 9th to set a further schedule.

⁴ A written transcript was taken at the PPH at Dorsey. No transcript was taken at the public workshop at Foshay. These events otherwise were similar in format and purpose.

Expo Authority timely filed the supplemental information and, as provided in the schedule, other parties filed comments. The supplement included nine alternative design options for the Farmdale crossing, and two alternatives for the Harvard crossing. The alternative options for Farmdale were: a pedestrian bridge with Farmdale closed to vehicle traffic; a pedestrian bridge with Farmdale open to vehicles at-grade; a pedestrian undercrossing with Farmdale closed to vehicles; a pedestrian undercrossing with Farmdale open to vehicles at-grade; an aerial light rail transit (LRT) guide-way (flyover) over Farmdale; a subterranean LRT guide-way (undercrossing) under Farmdale; a Farmdale overpass of the train tracks and Exposition Blvd.; a Farmdale underpass of the train tracks and Exposition Blvd.; and, completely closing Farmdale to all traffic. The alternative options for Harvard were: a pedestrian bridge with permanent closure of the tunnel; and, completely closing the crossing (no tunnel or bridge).

5.3. Meet and Confer Session

The meet and confer session was scheduled to allow the parties to discuss the alternative design options and possibly resolve some or all of the matters in dispute themselves without a hearing. The meet and confer was held by telephone with only the parties participating. No agreements or settlements were reached at the meet and confer.

5.4. Workshop / Second PHC

All parties participated in the May 8th workshop and the telephonic PHC the following day. These events were held to determine the status of a possible settlement, further discuss the design options, and set a further procedural schedule. Although the design alternatives were narrowed, no settlements or agreements were reached in these discussions. Issues of material fact remained

in dispute, and it was determined that an EH would be necessary with respect to the Farmdale Ave. and Harvard Blvd. crossings.

The ongoing scope and procedural schedule of the proceeding were developed at the PHC, and confirmed by the Amended Scoping Memo issued on June 20, 2008.

6. Ongoing Scope and Need for Hearing

The Amended Scoping Memo, issued June 20, 2008, confirmed the need for an evidentiary hearing, determined the ongoing scope of the proceeding, and set a prepared testimony, hearing, and briefing schedule, as described below.

6.1. Need for Hearing

As discussed at the May 9th PHC, issues of material fact remained in dispute. It was determined at the PHC that an EH would be necessary with respect to the Farmdale Ave. and Harvard Blvd. crossings.

6.2. Scope

As summarized in the Amended Scoping Memo, the ongoing scope of the proceeding included:

6.2.1. For Farmdale Ave.

An analysis of the proposed at-grade crossing, and an analysis of four grade-separated alternative design options: a pedestrian bridge with Farmdale closed to traffic; a pedestrian bridge with Farmdale open traffic; a train flyover; and, a train undercrossing.

The assigned ALJ directed Expo Authority to include in its prepared testimony an analysis of the first two alternative designs for Farmdale, a train flyover and a pedestrian bridge. In its prepared testimony, Expo Authority also

provided an analysis of the two other alternatives for Farmdale, a pedestrian bridge with Farmdale open and a train undercrossing.

The Amended Scoping Memo also directed Expo Authority to provide an analysis of the types of crossing warning devices and the practicability of a grade separation at Farmdale Ave.

6.2.2. For Harvard Blvd.

An analysis of the proposed pedestrian tunnel crossing; and, an analysis of a pedestrian bridge.

6.2.3. Table of Design Options

The Amended Scoping Memo directed Expo Authority to prepare a table or chart outlining the various proposals and design alternatives (options), for the Farmdale Ave. and Harvard Blvd. crossings. Issues to be listed in the table included: the identification of any necessary additional environmental review, including areas of potential environmental impact (e.g., visual, historic); the estimated additional construction costs (beyond the cost of the project as currently proposed); and the estimated additional cost and time necessary for completion of construction.

Expo Authority engaged outside consultants to perform an environmental analysis of the various design options for both crossings. Issues analyzed included traffic, historical resources, noise and vibration, and visual impacts.

Expo Authority timely served its table of design options on June 30, 2008, and provided an updated version of the table as an exhibit on the final day of the EH. Information from the updated table is shown below for each crossing.

Table of Design Options for Farmdale Ave.

	At-grade as proposed	Ped. bridge Farmdale closed	Ped. Bridge/ Farmdale open	Aerial LRT	Under-ground LRT
New significant unmitigable environmental impacts	No	No	No	Yes	Yes
Areas of impacts	N/A*	N/A*	N/A*	Visual, historical resource, air quality during construction	Air quality during construction
Is subsequent EIR required	No	No	No. Addendum to prior EIR sufficient	Yes	Yes
Project Cost Increase	None	\$9 million	\$6.5 million	\$28 million	\$100 million
Project delay time #	None	12 months	6 months	18 months	30 months

* Not Applicable

In addition to the above project cost increases, Expo Authority estimates an additional \$1 million/month cost for each month the project is delayed.

Table of Design Options for Harvard Blvd.

	Proposed Pedestrian tunnel	Pedestrian. bridge
New significant unmitigable environmental impacts	No	No
Areas of impacts	N/A*	N/A*
Is subsequent EIR required	No	Undetermined
Project Cost Increase	None	\$5-8 million
Project delay time #	None	6 months

* Not Applicable

In addition to the above project cost increases, Expo Authority estimates an additional \$1 million/month cost for each month the project is delayed.

6.2.4. Issues Outside the Scope

D.07-12-029, and the Amended Scoping Memo, identified several issues outside the scope of this proceeding not directly related to the rail crossing safety oversight responsibilities of the Commission, and other transportation matters with no link to the proposed crossings. These included: the planning, funding and forecasting strategies of the MTA; the general transportation policy intentions of the state legislature; the cost and benefits of bus and rail operations; auto and rail traffic patterns away from the crossing sites and/or on other unrelated rail or highway systems; and, federal transportation funding mechanisms related to the overall project. These issues and any similar issues not directly related to the safety of the proposed crossings at Farmdale Ave. and Harvard Blvd. remain outside the scope of this proceeding.

The Amended Scoping Memo determined that the ongoing scope of this proceeding also shall not revisit D.07-12-029 with respect to the 36 crossings authorized therein, unless otherwise directed by the Commission.

6.3. Schedule

The parties timely filed prepared testimony pursuant to the schedule in the Amended Scoping Memo (Expo Authority on June 6; UCA and NFSR on July 30; and LAUSD on August 6, 2008). The schedule set the EH for August 11-15, 2008, and dates for post-hearing briefs. The hearing and briefing schedule were later revised by the Assigned Commissioner and ALJ, as discussed below.

We affirm the Amended Scoping Memo and the revised hearing and briefing schedule developed by the Assigned Commissioner and ALJ.

7. Evidentiary Hearing / Mediation

The EH commenced as scheduled, with the Assigned Commissioner in attendance. At the first day of hearing (Monday, August 11), Expo Authority advised that revised versions of the prepared testimony of three of its witnesses had been served the evening of the previous work day (Friday, August 8). The revised testimony changed Expo Authority's environmental impact analysis with respect to the impacts on traffic if Farmdale Ave. were closed. In light of the content and timing of the revised testimony, the ALJ and assigned Commissioner postponed the EH, and the taking of any testimony or exhibits, until September 2, 2008, and further directed that the parties participate in a mediation conference to commence the following day (August 12th).

The mediation conference was held on August 12-13, attended by all active parties, and facilitated by a Commission third-party neutral ALJ. No settlements or agreements were reached in the mediation, and the EH continued on September 2.

Seven days of hearing were held between September 2, and September 15, 2008. Twenty-four witnesses testified at the hearing, and 73 exhibits were received into evidence. Of the eight total hearing days, seven were held in Los Angeles (August 11, September 2-5, and September 8-9), and the final day (September 15) was held in San Francisco.

The parties timely filed post-hearing opening and reply briefs, pursuant to the schedule and directives of the assigned ALJ, and the matter was submitted on October 10, 2008.

8. Practicability Standard for At-Grade Crossings

In applications for at-grade crossings, the Commission has the discretion to approve the request, order a separation of grade, or deny the application. Pub. Util. Code § 1202(c) gives the Commission the exclusive power to require, where in its judgment it would be practicable, a separation of grade at any crossing.

8.1. Current Criteria

The Commission currently uses a list of seven criteria, described below, as an established process in determining practicability in all requests for at-grade crossings. Today's decision adds an eighth element, "environmental impacts," to that list. A discussion of the development of these criteria follows.

The Commission has addressed the issue of practicability many times. In D.82-04-033 (City of San Mateo), D.92-01-017 (City of Oceanside), and D.98-09-059 (City of San Diego) the Commission denied requests for at-grade crossings because it was found a separation of grade was practicable. These proceedings all involved high-speed (up to 70 mph) passenger railroad traffic and were denied based in part on the number of trains and train speeds and also on the position of various federal rail and highway safety agencies that,

generally stated, opposed any at-grade crossings along mainline railroad track with high-speed passenger traffic.

In D.02-05-047 (Pasadena Blue Line), the Commission further defined practicability by establishing a list of six issues to be used as criteria for judging practicability in that case, and in all future grade crossing cases. The Pasadena Blue Line involved a light-rail transit system with lighter weight cars, shorter train stopping distances and different safety standards than those of standard railroad (heavy-rail) trains.

In D.03-12-018 (City of San Diego), the Commission added a seventh element, “precedent in factually similar situations,” to the list of criteria for determining practicability. In that case, the Commission approved San Diego’s request to construct an at-grade crossing over six sets of tracks (three light-rail and three heavy-rail).

The Commission now uses this list of criteria for judging the practicability of all at-grade crossings, including passenger and freight railroad (heavy-rail) cases. For example, in D.04-08-013, the Commission approved the City of Bakersfield’s request to construct four at-grade crossings over a freight railroad, and in D.07-03-027 approved the City of Glendale’s request to construct an at-grade crossing over a combined passenger/freight railroad line.

8.2. “Environmental Impacts” Added to Criteria

In reviewing the various alternative design options discussed above for the proposed Farmdale Ave. at-grade crossing, we found it necessary to consider the environmental impacts each alternative might create. Our overall concern here are cases where construction of a grade-separation might cause new unmitigable adverse environmental impacts. In today’s decision, for

example, we considered temporary air quality impacts related to construction, as well as permanent impacts related to visual impacts and historical resources. Areas impacted by the construction of grade separations also could include: noise and vibration, hydrology, land use and land acquisition, among others.

No one element in the list of criteria is determinative, but we find that adding environmental impacts to the list will ensure that the issue is considered in all future requests for at-grade crossings. Today, we add “environmental impacts” as an eighth element to the list of criteria for judging practicability, on a permanent basis.

The list of criteria we now will use for judging practicability shall be:

1. A demonstration of public need for the crossing;
2. A convincing showing that Expo Authority has eliminated all potential safety hazards;
3. The concurrence of local community and emergency authorities;
4. The opinions of the general public, and specifically those who may be affected by an at-grade crossing;
5. Although less persuasive than safety considerations, the comparative costs of an at-grade crossing with a grade separation;
6. A recommendation by Staff that it concurs in the safety of the proposed crossing, including any conditions.
7. Commission precedent in factually similar crossings; and,
8. The environmental impacts of alternative grade separations.

9. Discussion

Expo Authority has the burden of proving that its proposed crossings at Farmdale Ave. and Harvard Blvd. meet the Commission's standards, including the Commission's Rules of Practice and Procedure, and Pub. Util. Code § 99152. Expo Authority bears the burden of proving safety, rather than the protestant(s) proving unsafe conditions, and the safety of any proposed crossing must be convincingly shown.

The Farmdale Ave. and Harvard Blvd. crossings are discussed below.

9.1. Farmdale Ave.

The proposed at-grade design for the Farmdale Ave. crossing includes separate crossing gates for pedestrians and vehicles, swing gates to allow pedestrians to exit the rail right-of-way when the other gates are down, and a paved plaza constructed on the Dorsey side of the crossing as a queuing area for pedestrians waiting to use the crossing.

The peak periods of use for the Farmdale crossing are on school days at Dorsey during the 20-30 minutes before and after classes are dismissed. Dorsey serves grades 9-12, with an enrollment of approximately 1,800 students. Approximately 550 pedestrians (mostly Dorsey students) now use this crossing each school-day morning and afternoon during the peak periods (afternoon crossings are generally higher than morning crossings).

The practicability of a grade separation at Farmdale is discussed below, followed by a discussion of the four design options for a grade-separated crossing.

9.1.2. Practicability of a Grade Separation at Farmdale Ave.

We considered the following elements for judging practicability at this crossing:

1. Public need for the crossing

No parties argued against the need for the Farmdale Ave. crossing. In its environmental review of the Expo Line project, MTA found that the project area had the highest proportion of transit ridership in the Southern California region. The proximity to Dorsey and the high number of crossings before and after school hours show the crossing is necessary.

2. A convincing showing that all potential safety hazards have been eliminated.

Expo Authority proposed a state-of-the-art system of gates and other warning devices at the Farmdale crossing, including swing gates to allow pedestrians to exit the rail right-of-way when all other gates are down. All of these gates, however, can be avoided easily by pedestrians. Considering the large number of crossings during peak periods, and the student populations using the crossing, we find that any system of gates or other warning devices at-grade would not eliminate all potential safety hazards.

3. The concurrence of local community and emergency authorities.

Expo Authority coordinated the Expo Line project with the City Bureau of Street Lighting, Fire Department, and other agencies; as well as the California Department of Transportation, CPSD, and MTA.

LAUSD, however, clearly does not concur with the proposed at-grade design for Farmdale. LAUSD's position was supported by the testimony of the principal of Dorsey, as well as a school police officer assigned to Dorsey who

expressed concerns with student populations using the crossing and his ability to provide security at or near the proposed crossing.

4. The opinions of the general public, and specifically those who may be affected by an at-grade crossing.

The public's views of the entire project specifically were addressed in the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR). Approximately 800 comments were submitted to the Draft EIS/EIR, and another 200 to the Final EIS/EIR. Approximately 77% of the comments supported the project, as a whole, with little or no opposition expressed to the proposed crossings.

We must also consider, however, that approximately 90% of the 300-400 members of the public attending the PPH at Dorsey offered testimony expressing opposition to the entire project, and to the Farmdale crossing being constructed at-grade. The Dorsey principal also testified at the EH testified about various concerns with the safety and design of an at-grade crossing at Farmdale.

5. Although less persuasive than safety considerations, the comparative costs of an at-grade crossing with a grade separation.

The comparative costs of the options for grade separating the Farmdale Ave. crossing are shown in the table of design options (included in Section 6 of today's decision). The protesting parties (UCA, NFSR, and LAUSD) questioned the cost figures as possibly being too high. The cost figures are clearly estimates, but we find these costs nonetheless to be useful in judging practicability.

Three of the four grade separation alternatives (the aerial LRT, the underground LRT, and the pedestrian bridge with Farmdale closed to traffic) all offer the same level of safety as each would separate completely the rail right-of-

way from vehicles and pedestrians traffic. The fourth alternative, a pedestrian bridge with Farmdale open to traffic, offers a significantly lower level of safety as vehicles still would cross the rail line at-grade.

The pedestrian bridge with Farmdale closed to traffic option, at \$9 million, clearly is the most cost-effective design for a complete separation of grade at Farmdale. We find that the aerial LRT alternative, at \$28 million, and the underground LRT, at \$100 million, are cost-prohibitive when compared to the proposed at-grade crossing, and when compared to the pedestrian bridge with Farmdale closed option. We also find the pedestrian bridge with Farmdale open to traffic, at \$6.5 million, to be cost-prohibitive when compared to an at-grade crossing when considering the lower level of safety provided.

6. A recommendation by Staff that it concurs in the safety of the proposed crossing, including any conditions.

CPSD thoroughly reviewed all of the subject applications, and participated in a diagnostic review and the hazard analysis review of the entire Expo Line project. CPSD filed a protest to A.07-01-017, but withdrew its protest as a result of an amendment to that application filed by Expo Authority.

With respect to the Farmdale Ave. crossing, CPSD staff testified at the EH that the proposed at-grade crossing at Farmdale is safe. However, staff also testified that, with respect to engineering feasibility, the Farmdale crossing can be grade-separated.

7. Commission precedent in factually similar crossings.

The parties discussed several other crossings at or near school sites along other light-rail lines. However, none of these cases presented the unique characteristics of the proposed Farmdale crossing at Dorsey. This issue, therefore, provided little or no weight in our determination of practicability.

8. The environmental impacts of alternative grade separations.

As shown in the table of design options, the aerial LRT and the underground LRT options would result in temporary unmitigable adverse environmental impacts related to construction; and, that the aerial LRT additionally also would cause long-term unmitigable adverse impacts related to visual and historic resources elements.

In its exhibits and testimony, Expo Authority states that the pedestrian bridge with Farmdale Ave. closed option would cause adverse environmental impacts with respect to the to the vehicular traffic that would be diverted from Farmdale Ave., but that these impacts can be mitigated to a non-significant level.

No unmitigable adverse environmental impacts were identified with respect to the pedestrian bridge with Farmdale open to traffic option.

9.1.3. Traffic Study

An important element of the environmental analysis of the alternative design options discussed above is the “Traffic Study for the Exposition Light Rail Transit Farmdale Avenue Crossing” (Traffic Study), performed by consultant Fehr & Peers (F&P). The Traffic Study analyzed the impacts on vehicular traffic of the various design options for Farmdale Ave. The study focused only on the pedestrian bridge with Farmdale closed to traffic option, as the four other options (at-grade, train flyover, train undercrossing, and pedestrian bridge with Farmdale open) all would not result in meaningful changes to traffic patterns.

The protesting parties argued that the Traffic Study is incomplete, and that not all data relating to the analysis was made available for review. F&P began work on the study in early 2008. Expo Authority discussed and reported on its findings at various stages as the study progressed. Expo Authority also made available several previous draft versions of the study or reports on its progress.

Expo Authority clearly states in the draft reports that the study was an evolving process, and that the final report would be available in the summer of 2008.

The final version of the Traffic Study, dated August 2008, finds that closing Farmdale to vehicular traffic would not result in unmitigable adverse environmental impacts. In the supplemental information it served in March 2008, Expo Authority states that closing Farmdale likely would result in an acceptable flow of traffic at other impacted locations. Draft versions of the Traffic Study dated May 8, and May 14, 2008 also state that closing Farmdale likely would result in an acceptable flow of traffic at other impacted locations.

However, in prepared testimony served on June 6, 2008 three Expo Authority witnesses, relying on the evolving F&P Traffic Study, state that closing Farmdale to traffic may not be feasible as unmitigable adverse impacts may be created. A draft version of the Traffic Study dated July 24, 2008 states that various traffic mitigation measures would not be feasible and that significant unavoidable traffic impacts would occur if Farmdale Ave. were closed to traffic.

On August 8, 2008, relying on the final version of the Traffic Study, Expo Authority submitted its revised testimony for the same three witnesses stating that closing Farmdale Ave. to traffic would be feasible, as no unmitigable adverse impacts would be created.

John Stutsman, a principal of F&P and the person in charge of conducting the Traffic Study, testified at the EH. He explained that the study began as a series of technical memoranda that were later converted to a report format. Stutsman stated that the conclusions in the final version of the Traffic Study regarding traffic impacts of closing Farmdale were based on data relating to traffic patterns, school enrollments, computerized simulations of the traffic flow alternatives, and other related factors. Stutsman also advised that the City's

current automatic traffic control system will be updated in 2011; and, that the August 2008 version of the Traffic study represented F&P's final recommendations and findings.

The protesting parties questioned the motivation of the changed outcomes of the Traffic Study, and it was suggested that Expo Authority purposefully was not providing all of the data, internal e-mails, work papers, telephone records, and other materials used in making the findings in the Traffic Study. The protesting parties made various requests and motions to compel the production of such data. These motions were denied for the reasons discussed below.

The parties further alleged that Expo Authority purposefully may have directed F&P to change the conclusions of the August (final) Traffic Study to show that closing Farmdale to traffic was feasible, after F&P stated in the July 24th draft version of the study that closing Farmdale was not feasible. Expo Authority's alleged motivation for such a directive was that if the Commission determined that a grade separation at Farmdale was practicable, Expo Authority then could chose to construct the less expensive pedestrian bridge with Farmdale closed option, instead of having to construct the more expensive aerial LRT or underground LRT options.

Expo Authority provided the final Traffic Study, at least four draft versions of the study, related information such as e-mails and work papers, and the testimony of four witnesses (Stutsman and three others) regarding the outcomes of the study. No convincing evidence was presented to show that Expo Authority attempted to hide any results from the study or manipulate data related to the study, and we find the final Traffic Study is sufficient for our review purposes.

Moreover, since we find that the aerial LRT and the underground LRT options are not practicable options for grade separation at Farmdale, we consider the positions of the protesting parties regarding Expo Authority's alleged motivation of manipulating the Traffic Study to be moot. The pedestrian bridge with Farmdale closed is the only practicable option for grade separation. If the Traffic Study concluded that closing Farmdale was not feasible, then we certainly would need to reexamine our findings with respect to the practicability of any grade separation and further reexamine authorizing the proposed at-grade crossing at Farmdale. Under the circumstances, Expo Authority has little or no reason to manipulate the Traffic Study if its objective is to construct an at-grade crossing at Farmdale.

9.1.3. Train Speeds

The projected maximum train speed through the Farmdale crossing is 55 miles per hour (mph). In testimony, Expo Authority discussed the possibility of slowing trains to 10 mph through the Farmdale crossing. Witnesses from the protesting parties testified that slowing trains at Farmdale is problematic as pedestrians and vehicles may become familiar with the trains approaching the crossing at 10 mph during peak periods, but not be aware the trains are approaching at much faster speeds at other times of the day.

MTA will be the operator of the line, and Expo Authority did not offer any additional testimony, or support from MTA, regarding the slowing of trains at Farmdale Ave. Expo Authority also did not offer any evidence or testimony regarding the slower speed with respect to train operators, train operating rules, or whether any similar situations exist elsewhere.

In view of these concerns, we have not considered the implementation of slower train speeds at Farmdale in today's decision.

9.1.4. Options for Grade Separation

The four options for grade-separating Farmdale Ave. are discussed below.

Pedestrian bridge with Farmdale open to traffic.

We find that this option is not practicable. Most (if not all) witnesses on the subject at the EH believe many pedestrians will ignore any signs or signals regarding the bridge and instead will use the at-grade roadway to cross Exposition and the rail right-of-way. We also are concerned that since motorists on Exposition may not be expecting pedestrians on the roadway not marked for pedestrians, this option may be even less safe than a marked at-grade crossing.

Train Undercrossing

Constructing the rail line below ground level (tunnel or trench) is not practicable for engineering reasons, cost reasons, and project delay time. We recognize this option also would result in unmitigable adverse environmental impacts during construction, but these impacts would be temporary and not necessarily be a factor in determining practicability.

Expo Authority's analysis shows a below-ground rail line in this area would need to be 3,200 feet long, and include special engineering and construction considerations associated with two large storm drains crossing and adjacent to the rail right-of-way.

The additional cost of such a project, \$100 million, also is prohibitive, not only when compared to the cost of an at-grade crossing, but also when compared to the pedestrian bridge with Farmdale closed option (\$9 million). Lastly, we also consider the 30-month project delay time to be prohibitive.

Train Flyover

We carefully considered the practicability of an aerial train guideway (flyover) at Farmdale Ave. This is the preferred option of LAUSD. Like the train

undercrossing, this option also would result in unmitigable adverse environmental impacts during construction, but these impacts would not necessarily be a factor in determining practicability. However, this option also would result in two permanent unmitigable adverse impacts, those related to visual impacts and historical resources.

Raising the tracks above the roadway would require an aerial structure approximately 1,500 feet long, and the 20 feet high. With sound walls and the necessary overhead catenary on the structure, the overall height would be 40-45 feet. The visual impacts study concluded that permanent adverse unmitigable impacts would result with the flyover constructed.

Dorsey is a historical resource under CEQA and listed in the California Register of Historical Resources. The Historical Resources study determined that the flyover would not change the Dorsey campus or the resource itself, but substantially would obstruct the views to Dorsey and diminish the integrity of its location. The study also determined that the other design options for Farmdale would not cause significant impacts of this type.

The additional cost of a flyover, \$28 million, also is of concern when compared to the additional cost of the pedestrian bridge with Farmdale closed, at \$9 million, as both of these options provide the same level of safety, complete separation, with respect to the interface of the trains with vehicle and pedestrians.

Pedestrian Bridge with Farmdale closed to traffic

We find that constructing a pedestrian bridge with the roadway closed to traffic at Farmdale Ave. is a practicable alternative to an at-grade crossing at Farmdale. The crossing would be completely grade-separated, would not cause

any significant unmitigable adverse environmental impacts, and is cost-effective when compared to the cost of an at-grade crossing at the same location.

In order to comply with ADA, Expo Authority showed in its analysis of the design options that any pedestrian bridge would be accessed by an elevator and stairs on each side of the bridge.

9.1.5. Conclusion

We find it is practicable to construct a grade-separated pedestrian bridge and close the roadway to traffic at Farmdale Ave., and, therefore deny Expo Authority's request to construct an at-grade crossing at Farmdale. We also find it is not practicable to construct the other design options for grade separation (train flyover, train undercrossing, and a pedestrian bridge with Farmdale open to traffic).

9.2. Harvard Blvd.

Expo Authority is requesting approval to construct the rail line above an existing pedestrian tunnel at Harvard Blvd., without making any alterations to the tunnel itself. The north entrance to the tunnel is at Foshay.

Foshay is a year-round school serving grades Kindergarten-12, with a total enrollment of approximately 3,335 students (185 elementary, 2,500 middle school, and 650 high school). Approximately 2,000 students are on campus at any one time due to the year-round schedule.

Approximately 250 pedestrians (mostly Foshay students) now use the Harvard Blvd. tunnel each morning, and again each afternoon, during the 20-30 minutes before and after school hours. During these same peak periods, another 330 pedestrians cross Exposition Blvd. at the two crossings on each side of the Harvard tunnel, located approximately 200 yards to the east and the west of Foshay (both are at-grade crossings authorized in D.07-12-029).

The only access to the tunnel is by a stairway on each side of Exposition Blvd. This stairs-only design does not comply with the access requirements of the ADA. The tunnel, however, was constructed pre-ADA and therefore exempt from its requirements. Expo Authority proposes to construct a ground-level concrete slab over the tunnel, supported by pilings on each side. The resulting concrete “bridge” would bear no additional load on the tunnel. Since the tunnel itself would not be changed or modified, exemptions from ADA access requirements would remain in place.

The tunnel also presents other access and security issues. Left open and without supervision, the tunnel provides a convenient location for crime (theft, robbery, assault, etc.), and also presents other problems related to sanitation and public health. Because of these safety and security issues, the tunnel currently is open only during the approximate 30 minute period before and after school hours; and, operation of the tunnel is supervised by adult volunteers (mostly parents and others associated with Foshay). Expo Authority states the operation of the tunnel is the responsibility of others (primarily Foshay and LAUSD), and therefore does not make any proposals to expand future access to the tunnel.

The practicability of a grade separation is not considered here as the interface of the rail line and the Harvard tunnel would be completely separated. The tunnel is approximately 120 feet in length, runs under the entire width of Exposition Blvd. (4-6 lanes of traffic and the center median), and can be accessed only by a stairway on each side. Our concern here is not the protection from train traffic the tunnel provides to pedestrians, but access to and safe passage through the tunnel.

9.2.1. Public Access and Safety

As discussed earlier, access to the tunnel does not comply with ADA requirements, and it would continue to be a non-compliant structure after the rail line is installed.

The principal of Foshay testified at the EH regarding the many problems the tunnel presents, including access to and personal safety inside the tunnel. A police officer assigned to Foshay testified to the difficulties he now faces of crossing through the tunnel to handle emergency situations (i.e., lack of radio contact, losing view of ground-level criminal activity, and interference from students and others when trying to cross quickly). At times, the officer crosses Exposition at street level, stopping traffic, when the situation warrants. At the public workshop held at Foshay, several participants also complained of various safety and security issues related to the tunnel.

Because of security issues, the tunnel now is limited to supervised use on school days, for approximately 30 minutes before and after school hours. Expo Authority does not argue the need for supervision for the tunnel, but states that any type of tunnel supervision is the responsibility of others (Foshay or LAUSD). In its prepared testimony, Expo Authority stated that MTA would be willing to post security guards at the tunnel during the afternoon period of use, but no further testimony, or evidence of support from MTA, was offered on this matter.

9.2.2. Alternative Crossing Design

As an alternative to the Harvard tunnel, Expo Authority analyzed a pedestrian bridge as an overcrossing of Exposition Blvd. LAUSD strongly prefers this option over the tunnel crossing. Expo Authority estimates that a pedestrian bridge would increase the project cost by \$5-8 million, and would cause a six month delay in project completion time.

A pedestrian bridge at Harvard would be similar in design to the bridge alternatives at Farmdale, with access subject to ADA compliance. Expo Authority showed in its analysis that any pedestrian bridge at Harvard would be accessed by an elevator and stairs on each side of the bridge.

9.2.3. Conclusion

The tunnel crossing presents many problems not directly related to the actual interface of the rail right-of-way and vehicles and pedestrians. These problems include lack of ADA compliance, the personal safety and security of students and others using the tunnel, limited hours of access, and access by safety and security personnel across Exposition Blvd. We find here, however, that adequate and safe access to and passage through a proposed crossing are important elements of crossing design; and, that these elements certainly should be considered in our review of the Harvard tunnel. Considering the above, Expo Authority's request to construct the Expo Line above the existing Harvard Blvd. is denied.

10. Proceeding to Remain Open for Amendments

Though we deny the applications for the proposed crossings at Farmdale and Harvard today, we cannot authorize the construction of any of the alternative design options for either crossing. The analysis provided by Expo Authority of the of the various design options for both crossings was an integral and helpful part of our review; and, we also recognize that Expo Authority cooperated fully with all of the directives of the assigned Commissioner and ALJ by providing all requested information, analyses, and reports related to the design options. However, these analyses and reports do not include all of the necessary information required by our rules for applications for rail crossings.

In order to expedite the processing of any future requests made to this Commission for crossings at Farmdale or Harvard, this proceeding will remain open to allow Expo Authority to file amendments to the existing applications, A.07-05-013 and A.06-12-020; or, if Expo Authority finds it necessary to file a new application for either crossing, the new application(s) will be consolidated into this open proceeding.

10.1. Future CEQA Review

The provisions of CEQA apply to discretionary projects to be carried out or approved by public agencies. The Commission must consider the environmental consequences of a project by acting as either a lead or responsible agency under CEQA. The lead agency is the public agency with the greatest responsibility for supervising or approving the project as a whole.⁵

In D.07-12-029, with respect to the 36 crossings authorized therein, the Commission found that MTA is the lead agency with respect to CEQA review for the Expo Line project, and that the Commission is a responsible agency. MTA prepared a combined Final EIS/EIR for the Expo Line project to comply with the National Environmental Policy Act and CEQA. As the responsible agency, we considered MTA's environmental documents and findings and reviewed and considered the Final EIS/EIR. In our role as the responsible agency, we found in D.07-12-029 that the environmental review conducted by MTA was adequate for our decision-making purposes, and concluded that the Final EIS/EIR met the requirements of CEQA.

⁵ CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(b).

We are not authorizing any projects in today's decision, so we therefore do not need to make any findings here with respect to the CEQA review process. However, future environmental review with respect to the Farmdale Ave. and Harvard Blvd crossings may be necessary, and we heard testimony at the EH suggesting that the Commission is the appropriate lead agency for such review. We disagree. As previously determined in D.07-12-029, MTA is the agency with the greatest responsibility for supervising or approving the project, as a whole, and the lead agency for environmental review of the project. We similarly find here that MTA is the lead agency for environmental review for any future projects regarding the Farmdale Ave. or Harvard Blvd. crossings.

11. Outstanding Motions

Most of the motions made in this proceeding have been addressed by the assigned ALJ or assigned Commissioner and we affirm all prior rulings.

On October 10, 2008, the due date for reply briefs and the date this case was submitted, UCA and NFSR submitted a joint motion to supplement the testimony of one of its witnesses, or the record in this proceeding, with additional information regarding rail accidents that occurred at various locations throughout the state. Expo Authority opposed the motion, stating that the information is not relevant, outside the scope of the proceeding, and late. We agree with Expo Authority on all points and, therefore, summarily deny the motion.

All other outstanding motions not previously addressed also are denied.

12. Categorization

D.07-12-029 confirmed the category of this consolidated proceeding as ratesetting. No party has objected to this categorization and we find the proceeding is properly categorized.

13. Comments on Proposed Decision

The proposed decision of the ALJ in this matter was mailed to the parties in accordance with Section 311 of the Public Utilities Code and comments were allowed under Rule 14.3 of the Commission's Rules of Practice and Procedure. Comments were filed on _____, and reply comments were filed on _____ by _____.

14. Assignment of Proceeding

Timothy Alan Simon is the assigned Commissioner and Kenneth L. Koss is the assigned Administrative Law Judge in this proceeding.

Findings of Fact

1. The Expo Line is a new light rail line being developed in Los Angeles County for service between downtown Los Angeles and Culver City.
2. The Expo Line will be a double-track configuration powered by electricity from overhead catenary lines.
3. Expo Authority is responsible for constructing the Expo Line and filed the 10 subject applications for authority to construct 38 new crossings along the corridor.
4. Expo Authority entered into a Master Cooperative Agreement with MTA and the City of Los Angeles regarding the design, construction, operation and maintenance of the proposed crossings.
5. The completed project will be turned over to MTA for operation.
6. UCA (formerly ECU) protested all of the applications.
7. NFSR filed a response to A.07-05-013.
8. LAUSD is an interested party to the proceeding, as described herein.
9. All protests, responses, and replies were timely filed

10. Interim D.07-12-029 authorized Expo Authority to construct 36 of the 38 requested crossings.

11. The two crossings not authorized in D.07-12-029 are the at-grade crossing at Farmdale Ave., requested in A.07-05-013, and the grade-separated pedestrian tunnel crossing at Harvard Blvd., one of the 11 crossings requested in A.06-12-020.

12. It was necessary to hold an evidentiary hearing with respect to the proposed crossings at Farmdale Ave. and Harvard Blvd.

13. Procedural events related to the hearing included: a PPH, two workshops, two PHCs, a meet and confer session, and a mediation conference, as described herein.

14. No agreements or settlements were reached by the parties.

15. Dorsey is adjacent to the proposed Farmdale Ave. crossing

16. Foshay is adjacent to the existing Harvard Blvd. tunnel.

17. The list of seven criteria we use in judging the practicability of a grade separation was established in D.02-05-047, and D.03-12-018.

18. It is necessary that we add "environmental impacts" to the list of criteria.

19. A crossing at Farmdale Ave. is necessary for public access.

20. Expo Authority has not shown that all safety hazards at the Farmdale crossing have been eliminated.

21. All local authorities do not concur with the proposed design of the Farmdale Ave. crossing.

22. Public opinion varies on the Farmdale Ave. crossing.

23. The final F&P Traffic Study is sufficient for purposes of our review.

24. The comparative costs of a grade-separated pedestrian bridge with Farmdale Ave. closed to traffic are not prohibitive.

25. A pedestrian bridge with Farmdale Ave. closed to traffic would cause adverse environmental impacts with respect to diverted traffic, but these impacts can be mitigated to a non-significant level.

26. A pedestrian bridge with Farmdale Ave. closed to traffic is practicable.

27. The comparative costs of a grade-separated aerial train flyover at Farmdale Ave. are prohibitive.

28. An aerial train flyover at Farmdale Ave. would cause temporary unmitigable adverse environmental impacts related to construction; and, would result in long-term unmitigable adverse impacts related to visual impacts and historical resources.

29. An aerial train flyover at Farmdale Ave. is not practicable.

30. The comparative costs of a grade-separated train undercrossing of Farmdale Ave. are prohibitive.

31. A train undercrossing at Farmdale Ave. would cause temporary unmitigable adverse environmental impacts related to construction.

32. A train undercrossing at Farmdale Ave. is not practicable.

33. The comparative costs of a grade-separated pedestrian bridge with Farmdale Ave. open to traffic are prohibitive.

34. A pedestrian bridge with Farmdale Ave. open to traffic would not cause unmitigable adverse environmental impacts.

35. A pedestrian bridge with Farmdale Ave. open to traffic is not practicable.

36. CPSD staff has reviewed the Farmdale Ave. crossing and finds that the design of the proposed at-grade crossing is safe; and, further finds that for engineering purposes it is feasible to grade-separate the crossing.

37. It is necessary that we consider adequate and safe access to the Harvard Blvd. tunnel, and safe passage through the tunnel, in our review of the proposed crossing.

38. The proposed pedestrian tunnel crossing at Harvard Blvd. will not be in compliance with ADA requirements.

39. The Harvard Blvd tunnel presents personal safety and security concerns and its use must be supervised.

40. Access to the Harvard Blvd. tunnel is locked except for an approximate one-half hour before and after school hours at Foshay.

41. A new pedestrian bridge at Harvard Blvd. would comply with ADA requirements.

42. It is necessary that this proceeding remain open for the purpose of reviewing any future amendments with respect to the Farmdale Ave. and Harvard Blvd crossings.

43. MTA is the lead agency for the Expo Line project for compliance with CEQA.

44. MTA is the lead agency for any future environmental review associated with Farmdale Ave. and Harvard Blvd. crossings.

45. The Commission is a responsible agency under CEQA.

46. This proceeding is properly categorized.

47. The October 10, 2008 joint motion of UCA and NFSR to supplement the record in this proceeding is not relevant, outside the scope of the proceeding, and late.

48. All motions not previously addressed are denied.

Conclusions of Law

1. It was necessary to hold an evidentiary hearing with respect to the Farmdale Ave. and Harvard Blvd. crossings
2. A.07-05-013, for authority to construct and at-grade crossing at Farmdale Ave. in the City of Los Angeles, should be denied.
3. Authorization to construct a light rail line over an existing pedestrian tunnel crossing at Harvard Blvd., in the City of Los Angeles, requested in A.06-12-020, should be denied.
4. This proceeding shall remain open until April 16, 2009 to allow Expo Authority to amend the above applications proposing the alternative crossing designs described herein.
5. The responsible agency for environmental review under CEQA regarding any future amendments should be the MTA.

O R D E R

IT IS ORDERED that:

1. Application (A). 07-05-013 by the Exposition Metro Line Construction Authority (Expo Authority) for an at-grade rail crossing at Farmdale Ave. in the City of Los Angeles is denied.
2. A.06-12-020 by Expo Authority to construct a rail line at ground level over an existing pedestrian tunnel crossing at Harvard Boulevard in the City of Los Angeles is denied.
3. Expo Authority may amend the above applications by proposing the alternative crossing designs for each crossing, as described herein. The Los Angeles County Metropolitan Transportation Authority, as the lead agency under the California Environmental Quality Act, shall provide the appropriate environmental analysis regarding any amendments.

4. A.06-12-005 et al. remains open.

This order is effective today.

Dated _____, at San Francisco, California.

INFORMATION REGARDING SERVICE

I have provided notification of filing to the electronic mail addresses on the attached service list.

Upon confirmation of this document's acceptance for filing, I will cause a Notice of Availability of the filed document to be served upon the service list to this proceeding by U.S. mail. The service list I will use to serve the Notice of Availability of the filed document is current as of today's date.

Dated October 22, 2008, at San Francisco, California.

/s/ FANNIE SID

Fannie Sid

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