

PUBLIC UTILITIES COMMISSION

320 W 4th Street Suite 500
Los Angeles, CA 90013



February 8, 2021

Governor's Office of Planning & Research

Feb 09 2021

Mindy Wilcox
Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, California 90301

STATE CLEARINGHOUSE

SUBJECT: SCH# 2018071034; City of Inglewood, Inglewood Transit Connector Project draft Environmental Impact Report, Notice of Availability

Dear Ms. Wilcox,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan (SCP) approval and Safety Certification Verification Report (SCVR) approval is required for rail transit projects to be placed in revenue service. In addition, the California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Draft Environmental Impact Report (DEIR)* from City of Inglewood, who is the lead agency for the proposed Inglewood Transit Connector Project (ITC Project).

According to the DEIR, the project is a 1.6-mile elevated dual guideway automated people mover (APM) that would be built primarily within the public Right-of-Way in the City of Inglewood. The APM system would transport riders from the new Metro Crenshaw/LAX Line to Downtown Inglewood, the Forum, the L.A. Sports and Entertainment District, which includes SoFi Stadium, and the Inglewood Basketball and Entertainment Center. In addition, the ITC Project would include three passenger stations at the following locations: (1) Market St./Florence Ave.; (2) Prairie Ave./Pincay Dr.; and (3) Prairie Ave./Hardy St.

The ITC Project described in the DEIR is subject to several rules and regulations involving the Commission. These may include, but are not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings,
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety,
- Commission's Rules of Practice and Procedure, which detail the Formal Application process for construction or modification of public crossings.

The design criteria of the proposed ITC Project must comply with Commission General Orders (GOs), such as:

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- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings,
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings (if any),
- GO 75-D, Warning devices for at-grade railroad crossings (if any),
- GO 95, Overhead electric line construction (if catenary is used),
- GO 128, Construction of Underground Electric Supply and Communication Systems,
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164-E, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The ITC Project must ensure compliance with the American Society of Civil Engineers Automated People Mover Standards (APM Standards).

The following link provides resources on the Commission's rules and regulations regarding rail safety:

<http://www.cpuc.ca.gov/PUC/safety/Rail/>

We understand that this is a complex and challenging project with funding, design, and environmental approval considerations for the City of Inglewood. The Commission will need to provide applicable regulatory oversight for the ITC Project. Oversight activities include approval of the ITC Project SCP and SCVR, selected document reviews, sampling inspections, participation in safety and safety certification related meetings, and pre-revenue testing observations. Although the ITC Project is an elevated guideway, Commission authorization is required to construct the grade-separated crossings above streets and intersections. We encourage early coordination between Commission staff, City of Inglewood, and its contract personnel in order to provide consultation on proposed design and engineering of the ITC Project prior to City of Inglewood filing applications seeking Commission authorization to construct.

Thank you for the opportunity to comment on the City of Inglewood's DEIR for the ITC Project. We look forward to working with City of Inglewood on its ITC Project. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Madeline Ocampo at (213) 503-5243 or madeline.ocampo@cpuc.ca.gov for transit safety matters, and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,



Daren Gilbert, Manager
Rail Transit Safety Branch
Rail Safety Division

cc: State Clearinghouse
Roger Clugston, Director, Rail Safety Division, CPUC
Anton Garabetian, Manager, Rail Crossings Engineering Branch, CPUC