

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.

And Consolidated Proceedings.

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

Application 06-12-020
(Filed December 19, 2006)

Application 07-01-004
(Filed January 2, 2007)

Application 07-01-017
(Filed January 8, 2007)

Application 07-01-044
(Filed January 24, 2007)

Application 07-02-007
(Filed February 7, 2007)

Application 07-02-017
(Filed February 16, 2007)

Application 07-03-004
(Filed March 5, 2007)

Application 07-05-012
(Filed May 8, 2007)

Application 07-05-013
(Filed May 8, 2007)

AMENDMENT TO APPLICATION NO. 07-05-013

Pursuant to Rule 1.12 of the Rules of Practice and Procedure (Rules) of the California Public Utilities Commission (CPUC) and the CPUC's Decision No. (D.) 09-02-031, the

Exposition Metro Line Construction Authority (Expo Authority) respectfully submits this amendment to its Application No. (A.) 07-05-013, which originally sought CPUC authorization to construct an at-grade crossing at Farmdale Avenue in the City of Los Angeles. In D.09-02-031, the CPUC stated that grade-separated crossings provide a higher level of safety than at-grade crossings and found that it is practicable to construct a grade-separated pedestrian crossing at Farmdale Avenue. On that basis, the CPUC denied Expo Authority's application for an at-grade crossing at Farmdale Avenue but kept this proceeding open to allow Expo Authority to present a future request for a Farmdale crossing by filing amendments or a new application for that purpose. D.09-02-031, at 39.

This Amendment supplements Expo Authority's original request for authorization of a two-track at-grade crossing for the Exposition Boulevard Corridor Light Rail Transit Line (Expo Rail) across Farmdale Avenue on Exposition Boulevard with a set of four new options for that crossing. The four options are as follows:

- 1) A grade separated pedestrian over-crossing with Farmdale Avenue closed to vehicular traffic north and south of the Expo Rail right-of-way.
- 2) Expo Authority's original plan for an at-grade crossing, as modified in the course of this proceeding, subject to a permanent "Stop and Proceed" procedure for all light rail vehicles (LRVs) approaching the Farmdale Avenue crossing.
- 3) Expo Authority's original plan for an at-grade crossing, as modified in the course of this proceeding, subject to construction of a station with "near-side" platforms east and west of Farmdale Avenue at which all LRVs would come to a full stop on approach to the Farmdale Avenue crossing.

- 4) Expo Authority's original plan for an at-grade crossing, as modified in the course of this proceeding, subject to a temporary "Stop and Proceed" procedure to apply to all LRVs approaching the Farmdale Avenue crossing, until construction of a station with "near-side" platforms east and west of Farmdale Avenue has been completed.

In support of this Amendment, Expo Authority's presents the following information:

I

Option 1): A Pedestrian Over-Crossing with Farmdale Avenue Closed

This option would close Farmdale Avenue to vehicular and pedestrian traffic at the north and south sides of its intersection with Exposition Boulevard and would construct a new Farmdale Avenue pedestrian bridge immediately to the west of that intersection over both the at-grade two-track rail alignment along the Expo Rail right-of-way (ROW) and the roadway of Exposition Boulevard.

By this option, Expo Authority would construct a two-track grade-separated crossing below the proposed Farmdale Avenue pedestrian bridge located in the City of Los Angeles, County of Los Angeles. This Amendment is accompanied by supplementary Exhibit B-1.1 (conceptual plan for the street closure and pedestrian bridge) and Exhibit B-1.2 (pedestrian bridge elevation). Expo Authority also is in the process of preparing, in cooperation with the Environmental Permitting Section of the Commission's Energy Division, an Initial Study/Environmental Assessment ("IS/EA"), pursuant to the California Environmental Quality Act (Cal. Public Resources Code §21100, *et seq.*). The IS/EA will document the effects on various environmental factors of closing Farmdale Avenue at Exposition Boulevard and constructing a new pedestrian bridge over the Exposition ROW, and also will include

consideration of several alternative crossing designs considered by Expo Authority, including the station with “near-side” platforms provided for in Options 2) and 4), and the environmental impacts of those alternatives. The IS/EA will be supported by an updated “Traffic Study for the Exposition Light Rail Transit - Farmdale Avenue Crossing,” performed by the traffic consultants Fehr and Peers for Expo Authority, and other reports prepared by environmental review consultants ICF Jones & Stokes addressing other areas of environmental review. Expo Authority intends to submit the IS/EA to the Environmental Permitting Section of the Commission’s Energy Division on or before September 1, 2009.

Option 2): An At-Grade Crossing Subject to a “Stop and Proceed” Procedure

By this option, Expo Authority would implement a plan for construction and operation of an at-grade crossing at Farmdale Avenue based on its original proposal, as modified in the course of this proceeding and fully described in the existing evidentiary record, and subject to a permanent “Stop and Proceed” procedure for all LRVs approaching the Farmdale Avenue crossing. The “Stop and Proceed” condition would be binding on the system operator, which will be the Los Angeles County Metropolitan Transportation Authority (LACMTA). Supplemental Exhibit B-2.1 provides a diagram of the proposed at-grade crossing identical to Exhibit B, which is already in evidence, except that Exhibit B-2.1 shows the approximate lines at which the LRVs will stop when approaching Farmdale Avenue from either direction.

It can be seen with certainty that there is no possibility that the addition of a “Stop and Proceed” procedure to the existing plan for an at-grade crossing at Farmdale Avenue will have a significant effect on the environment not already addressed in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/EIR) relating to the Expo Rail

project.¹ Therefore, no further environmental impact assessment is required to be conducted in connection with the Commission’s consideration of Option 2).

Option 3): An At-Grade Crossing Subject to Construction of a Station with “Near-Side” Platforms

By this option, Expo Authority would implement a plan for construction and operation of an at-grade crossing at Farmdale Avenue, based on its original plan as modified in the course of this proceeding and fully described in the existing evidentiary record, subject to construction of a station with “near-side” platforms east and west of Farmdale Avenue at which all LRVs passing in either a westerly or easterly direction would come to a full stop prior to crossing Farmdale Avenue. Supplemental Exhibit B-3.1a and Exhibit B-3.1b provides a diagram of the proposed at-grade crossing identical to Exhibit B, which is already in evidence, except that Exhibits B-3.1a and B-3.1b are in a reduced scale in order to provide an extended view showing the proposed locations of the station platforms and the approximate points along those platforms at which the LRVs will stop.

The Initial Study/Environmental Assessment, discussed above, will document the effects on the various environmental factors of adding a new station with “near-side” platforms at Farmdale Avenue. Pursuant to the California Environmental Quality Act, the IS/EA will include considerations of the impacts of diverted traffic and station patronage from the two adjacent stations at La Brea Avenue and Crenshaw Boulevard.

Option 4): An At-Grade Crossing Subject to a “Stop and Proceed Rule” Pending Construction of a Station with “Near-Side” Platforms

By this option, Expo Authority would implement a plan for construction and operation of an at-grade crossing at Farmdale Avenue, based on its original plan as

¹ The FEIS/EIR is discussed in Section IV, below.

modified in the course of this proceeding and fully described in the existing evidentiary record, with a station with “near-side” platforms to be constructed east and west of Farmdale Avenue at which all LRVs would come to a full stop before crossing Farmdale Avenue as provided for in Option 3 and with a “Stop and Proceed” procedure to apply to all LRVs approaching the Farmdale Avenue crossing as provided for in Option 2 until construction of the station has been completed. Under Option 4, authorization of the proposed at-grade crossing would be subject to the “Stop and Proceed” procedure until the Farmdale Avenue Station has been constructed, and would thereafter be subject to operation of LRVs at and through the station and the crossing as described in Option 3.

Supplemental Exhibits B-2.1, B-3.1a and B-3.1b described above, provide diagrams of the proposed at-grade crossing showing the approximate lines at which the LRVs will stop when approaching Farmdale Avenue under the “Stop and Proceed” procedure as well as the proposed locations of the station platforms and the approximate points along those platforms at which the LRVs will stop. The Initial Study/Environmental Assessment described above in connection with Option 3 will be equally applicable to Option 4.

II

Applicant’s exact legal name is Exposition Metro Line Construction Authority, and its principal place of business is located in the Aon Building at 707 Wilshire Boulevard, Suite 3400, Los Angeles, California 90017.

Expo Authority was created by the Legislature of the State of California through the enactment of Section 132600 *et seq.* of the California Public Utilities Code (PU Code) for the purpose of awarding and overseeing final design and construction contracts for completion of the Expo Rail Project (the Project) from Los Angeles to Santa Monica. This Amendment to A.07-

05-013, seeking CPUC authorization of a grade-separated crossing for Expo Rail below a pedestrian bridge is submitted in recognition of the CPUC's regulatory authority with respect to the safety of public transit guideways pursuant to Section 99152 of the PU Code.

III

Correspondence in regard to this application should be addressed to:

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IV

In response to the Legislature's mandate to create an efficient and safe transportation system in southern California, LACMTA has constructed and is operating a light rail transit line called the Metro Blue Line between the Cities of Los Angeles and Long Beach; has constructed and is operating a heavy rail subway transit line called the Metro Red Line between Los Angeles Union Station (LAUS) and Lankershim Boulevard/Chandler Boulevard in North Hollywood, with a branch to Wilshire Boulevard and Western Avenue; and has constructed and is operating a light rail transit line called the Metro Green Line between the Cities of El Segundo and Norwalk. The Los Angeles to Pasadena Metro Blue Line Construction Authority has constructed and LACMTA is operating the Metro Gold Line between LAUS and the City of Pasadena. LACMTA currently is constructing and will operate the Metro Gold Line Eastside Extension from LAUS to Third Street and Atlantic Boulevard in East Los Angeles.

To further satisfy public transportation needs, Expo Authority is engaged in the Expo Rail project to extend light rail transit service on the west side of Los Angeles County. The Expo Rail project is described in the Los Angeles Mid-City Westside Transit Corridor / Mid-City Exposition Light Rail Project Final Environmental Impact Statement / Environmental Impact Report (FEIS/EIR), dated October 2005, prepared under the direction of LACMTA and the Federal Transit Administration (FTA) as joint lead agencies. The public need to be served by the Expo Rail project is set forth in detail in the FEIS/EIR, in Section S-3 History, Purpose and Need for the Project, beginning on page 4 and is quoted in part:

The need for high-capacity transit service improvements has been long recognized in the Mid-City/Westside area of Los Angeles. The Mid-City/Westside Study Area is located in western Los Angeles County and encompasses approximately 112 square miles. It is roughly bounded by the Pacific Ocean on the west; Sunset Boulevard and the Hollywood Freeway (US 101) on the north; Hope Street and Figueroa Street on the east; and Slauson and Manchester Boulevards on the south. Portions of the City of Los Angeles, unincorporated areas of Los Angeles County (e.g., Baldwin Hills), and the Cities of West Hollywood, Beverly Hills, Santa Monica, and Culver City are within the Study Area. Since the 1970's, the Metro and its predecessors the Southern California Rapid Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC) have conducted numerous transportation planning and environmental impact studies that have established the need for, and environmental impacts resulting from, improved east-west oriented transit service in various parts of the Study Area.

“This [Expo Rail project] is referred to as Alternative 3 and 3a in the 2001 DEIS/EIR. This alternative offers significant, long term transportation benefits through implementation of a light rail transit system. Light rail vehicles operating on existing tracks or in the Exposition ROW would connect Downtown Los Angeles, USC, Exposition Park, and Harbor Freeway Transitway from key centers in Santa Monica, West Los Angeles, and Culver City. This alternative has less frequent disruption of intersections and adjacent properties when compared with the BRT² and has the capacity to serve post-2020 demand. Alternative 3 is identified as a full alignment LRT along the Exposition Corridor from Downtown Los Angeles to Santa Monica. Alternative 3a is identified as a Minimal Operating Segment (MOS) from Downtown Los Angeles to Culver City along the Exposition Corridor.

² BRT – Bus Rapid Transit

For the purposes of this FEIS/EIR, no other alternatives are being considered west of the LPA's³ western terminus at Culver City. The Metro Board, however, adopted a "vision and intent to complete the LRT line to Santa Monica" as a future project, at the same time the LPA to Culver City was adopted. Therefore, for the purposes of this document, the Project and its LPA are also known as the Mid City / Exposition LRT Project. The Exposition Corridor refers to the entire right-of-way, from Downtown Los Angeles to Santa Monica. Mid City/Exposition LRT Project refers to the LPA from Downtown Los Angeles to Culver City. This Project is part of the Mid City/Westside Transit Corridor Study area.

V

As its Option 1, described in Section I, above, Expo Authority requests authorization to construct the two tracks of the Expo Rail project under a pedestrian bridge at Farmdale Avenue in the City of Los Angeles. The attached Exhibit B-1.1 shows the conceptual plan for the street closure and a pedestrian bridge crossing over two light rail tracks. Exhibit B-1.2 shows the elevation of the pedestrian bridge crossing over two light rail tracks. Geographic coordinates, in-lieu of legal descriptions of this grade separated crossing, is attached as Exhibit C-1.1

The details of these exhibits demonstrate that the proposed construction of the grade-separated Farmdale Avenue crossing is in compliance with the applicable General Orders of the CPUC. Since the proposed crossing is a pedestrian overpass, the proposed CPUC crossing number would be:

	Grade Crossing	Grade Crossing Number
(1)	Farmdale Avenue Pedestrian Overpass	84S-105.00-AD

Alternatively, as its Options 2, 3 and 4, also described in Section I, above, Expo Authority requests authorization to construct the two tracks of the Expo Rail project at-grade across Farmdale Avenue in the City of Los Angeles. Exhibit B to A.07-05-013 shows the plans

³ LPA – Locally Preferred Alternative

and profiles of the propose at-grade crossing and geographic coordinates, in-lieu of legal descriptions of this at-grade crossing, are shown in Exhibit C to that application. As noted above, Supplemental Exhibit B-2.1 shows the approximate lines at which the LRVs will stop when approaching Farmdale Avenue under the “Stop and Proceed” procedure of Options 2 and 4 and Supplemental Exhibits B-3.1a and B-3.1b show the proposed locations of the station platforms and the approximate points along those platforms at which the LRVs will stop under Options 3) and 4).

The details of these exhibits demonstrate that the proposed construction of an at-grade Farmdale Avenue crossing under Options 2, 3, or 4 is in compliance with the applicable General Orders of the CPUC. The proposed CPUC crossing number is:

	Grade Crossing	Grade Crossing Number
(1)	Farmdale Avenue At-Grade Crossing	84S-105.00

VI

CPUC General Order 143-B provides for the operation of light rail transit lines on rights-of-way of different types, including within street ROW. It is proposed in connection with each of the four options to adopt the most economical and logical type of operation for the Project that will meet the requirements of safe operations. Specifically in connection with Option 1, it is proposed, pursuant to Section 9.04(a) of General Order 143-B, to close Farmdale Avenue and construct the Farmdale Avenue pedestrian bridge over the Expo Rail ROW and the Exposition Boulevard roadway.

The FEIS/EIR for the Los Angeles Mid-City Westside Transit Corridor - Mid-City/Exposition Light Rail Project was released on October 12, 2005 and certified by the LACMTA Board on December 15, 2005. It is available for review on LACMTA’s web-site at

http://www.metro.net/projects_studies/exposition/feis.htm. The FTA issued its Record of Decision (ROD) for the same project on February 27, 2006. The ROD provided a detailed discussion and history of the project. A copy of the ROD was included as Exhibit D to A.07-05-013.

For purposes of Option 1 and pursuant to the Master Cooperative Agreement among Expo Authority, LACMTA and the City of Los Angeles, attached as Exhibit E to A.07-05-013, Expo Authority, LACMTA, and the City's Department of Transportation have cooperated and concurred in the closure of Farmdale Avenue at Exposition Boulevard and the design of a pedestrian bridge across Exposition Boulevard at that location as illustrated by Exhibits B-1.1 and B-1.2 to this Amendment. If the CPUC authorizes construction of Option 1, Expo Authority will immediately proceed with a request to the City of Los Angeles for vacation of Farmdale Avenue at Exposition Boulevard. This closure and the construction of the grade-separated pedestrian bridge structure are proposed based on past experience and current guidelines as one means of providing a safe environment at the crossing for motor vehicle and train operation and for pedestrians, consistent with the CPUC's D.09-02-031.

D.09-02-031 explored four options for grade separating Farmdale Avenue, providing the following analysis and conclusions:

- 1) Pedestrian Bridge with Farmdale open to traffic

The CPUC found that this option is not practicable, stating as follows:

Most (if not all) witnesses on the subject testified that pedestrians generally will ignore any signs or signals regarding use of the bridge, and instead will use the open at-grade roadway to cross Exposition Boulevard and the rail right-of-way in the center median.

The CPUC also was concerned that motorists on Exposition may not be expecting pedestrians on a roadway not marked for pedestrians, so this option may be even less safe than a marked at-grade crossing. D.09-02-031, at 27.

2) Train Undercrossing

The CPUC recognized that “[c]onstructing the rail line below ground level (tunnel or trench) is not practicable for engineering reasons, cost reasons, and project delay time.” D.09-02-031 cited Expo Authority’s analysis as showing that “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 under and adjacent to the rail right-of-way. The CPUC considered that 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, or the train flyover.” D.09-02-031, at 27.

3) Train Flyover

In considering the practicability of a train flyover at Farmdale Avenue, the CPUC noted that this was the preferred option of Los Angeles Unified School District (LAUSD) because it would not require closure of Farmdale and would provide full separation of the train, automobiles, and pedestrians. Citing Expo Authority’s table of design options (Exhibit Expo 14), the CPUC recognized that “this option also may result in permanent unmitigable adverse environmental impacts related to visual impacts and historical resources.” However, the CPUC stated that “we neither concur nor refute this assertion.” D.09-02-031, at 27.

The Decision also noted the following evidence:

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

Dorsey is a historical resource under CEQA and listed in the California Register of Historical Resources. Expo Authority's 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.

Id. at 28. The CPUC concluded its discussion of the Train Flyover option by noting that "the additional cost of a train 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 would provide the same level of safety, and complete separation with respect to the interface of the trains with vehicles and pedestrians." *Id.*

4) Pedestrian Bridge with Farmdale closed to traffic

The CPUC found that construction of a pedestrian bridge with the roadway closed to traffic at Farmdale Avenue "is a practicable alternative to an at-grade crossing at Farmdale." The CPUC observed that such a crossing "would be completely grade-separated in order to enhance safety for the pedestrians (particularly the school age pedestrians), would not cause significant unmitigable adverse environmental impacts, and is cost-effective when compared to the cost of an at-grade crossing at the same location." D.09-02-031, at 28. The CPUC also noted that, in order to comply with the Americans with Disabilities Act (ADA), Expo Authority provided in its analysis that "any pedestrian bridge would be accessed by an elevator and stairs on each side of the bridge." *Id.*

The CPUC concluded its discussion in Decision 09-02-031 of options for grade separation at Farmdale by finding that “it is practicable to construct a grade-separated pedestrian bridge and close the roadway to traffic at Farmdale Avenue, because the grade-separated pedestrian bridge will eliminate the potential safety hazards of a large number of school age pedestrians crossing the road at-grade.” *Id.* at 29. The CPUC also found that closing Farmdale Avenue will not cause adverse unmitigable impacts and is therefore feasible, and that the cost of constructing the pedestrian bridge (with Farmdale closed) is cost-effective. *Id.*

In summary, Expo Authority’s Option 1 proposal for a grade-separated pedestrian crossing at Farmdale Avenue is consistent with the CPUC’s findings in D.09-02-031. Options 2, 3, and 4 are enhancements to the at-grade crossing at Farmdale Avenue that the CPUC disapproved in D.09-02-031, and are designed to address the CPUC’s, school officials’ and the community’s concerns about the safety of the proposed at-grade crossing by strictly governing the operation of LRVs in the vicinity of the crossing. The Initial Study/Environmental Assessment will address the environmental factors associated with Option 1, which adds a pedestrian bridge while closing Farmdale to traffic across the Expo Rail ROW, as well as Options 3 and 4, which add a station at Farmdale Avenue with “near-side” platforms. All four options are consistent with the FEIS/EIR for the Project that was approved following lengthy public review; have been designed based on past experience and current guidelines to provide a safe environment; and will be fundable by Expo Authority.

VII

The Draft Supplemental Environmental Impact Statement/ Environmental Impact Report (DSEIS/SEIR) as well as the Final EIS/EIR for the Expo Rail Project were submitted to

the Commission as evidenced by the DSEIS Distribution List and the FEIS Distribution List, which were attached to A.07-05-013 as Exhibits F and G, respectively.

The Final EIS/EIR for the Project was certified by the LACMTA Board on December 15, 2005. A copy of the applicable section of the Board minutes was attached to A.07-05-013 as Exhibit H. The Notice of Determination, Record Number 05 0018166, was filed at the Los Angeles County Clerk's office on December 16, 2005, and a Finding of Exemption by the California Department of Fish and Game was filed with the Los Angeles County Clerk's office on December 15, 2006. Copies were attached to A.07-05-013 as Exhibits I and J, respectively.

The Initial Study/Environmental Assessment regarding the proposed closure of Farmdale Avenue and the construction of the Farmdale Avenue pedestrian bridge over the Exposition ROW, as Option 1, and addressing the proposed station with "near-side" platforms at Farmdale Avenue in conjunction with an at-grade crossing, as Options 3 and 4, will be submitted, with supporting technical studies, for review by the Environmental Permitting Section of the Commission's Energy Division.

VIII

Temporary traffic control during construction of the tracks, the pedestrian bridge, and/or the station at Farmdale Avenue as proposed in connection with the four options addressed in this Amendment will be in compliance with Section 8A-5 of the California Manual of Uniform Traffic Control Devices (CMUTCD), and work site traffic control plans will be developed by the contractor subject to acceptance by the City of Los Angeles.

IX

The cost of design and construction of the project shall be borne by Expo Authority and the project will be maintained and operated by LACMTA in accordance with the Master Cooperative Agreement between LACMTA and the City of Los Angeles, attached as Exhibit E to A.07-05-013.

X

Construction of the portion of the Project involving the pedestrian grade separation at Farmdale Avenue proposed in connection with Option 1 would be scheduled to begin during the first quarter of 2010. Construction of the portion of the Project involving the at-grade crossing and station at Farmdale Avenue proposed in connection with Options 3 and 4 that include the Station with “near-side” platforms would be scheduled to begin during the first quarter of 2010 with the installation of all the utilities associated with the platform, but construction of the platform itself and the rest of the equipment for the station might not begin until a later date.

WHEREFORE, Applicant, Exposition Metro Line Construction Authority, respectfully requests that:

1. The Public Utilities Commission of the State of California issue an order authorizing one of the following options for the construction of light rail tracks at Farmdale Avenue in the City of Los Angeles:
 - a. A grade-separated crossing with Expo Rail tracks running below a pedestrian bridge and with Farmdale Avenue closed to traffic north and south of the light rail right-of-way.


- b. An at-grade crossing subject to light rail vehicles operating under a “Stop and Proceed” procedure at all times.
- c. An at-grade crossing including a station with “near-side” platforms at which light rail vehicles will stop before crossing Farmdale and proceed at low speed through the crossing at all times.
- d. An at-grade crossing planned to include a station at which light rail vehicles will stop and proceed at low speed through the crossing, with light rail vehicles operating prior to completion of the station under a “Stop and Proceed” procedure at all times.

2. The CPUC’s order authorize one of the four proposed options for a Farmdale crossing upon terms and conditions as set forth above.

3. The CPUC provide such further relief as it deems proper.

Dated at Los Angeles, California, this 28th day of July, 2009.

Respectfully submitted,

By  _____

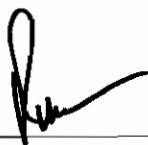
Richard D. Thorpe, PE
Chief Executive Officer
Exposition Metro Line Construction Authority

VERIFICATION

I, Richard D. Thorpe, on behalf of the Exposition Metro Line Construction Authority, am authorized to make this verification. The statements in the foregoing document are true to my own knowledge, or believed by myself to be true.

I declare, under penalty of perjury, that the foregoing is true and correct.

Executed on July 28, 2009 at Los Angeles, California.



Richard D. Thorpe, PE
Chief Executive Officer
Exposition Metro Line Construction Authority

CALIFORNIA PUBLIC UTILITIES COMMISSION

Service Lists

PROCEEDING: A0612005 - EXPOSITION METRO LIN

FILER: EXPOSITION METRO LINE CONSTRUCTION AUTHORITY

LAST CHANGED: APRIL 3, 2009

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