

Decision 84 04 092

APR 1 8 1984

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,
 Department of Transportation for an
 order authorizing the following:
 Construction of an overhead known as
 "Los Angeles River Busway Bridge and
 Overhead," Bridge No. 53-2673, in
 connection with the extension of the
 San Bernardino Freeway Busway at
 Macy Street on State Route 101 from
 Interstate Route 10 Spur to Alameda
 Street in Los Angeles County.

Application 83-05-60
(Filed May 25, 1983)

O P I N I O N

As part of the project to extend the 11-mile San Bernardino Freeway Busway by approximately 3/4 mile to the west from Mission Road to Alameda Street, the State of California, Department of Transportation (Caltrans), requests authority to construct the Los Angeles River Bridge and Overhead over the tracks of The Atchison, Topeka and Santa Fe Railway Company's (ATSF) main line in the City and County of Los Angeles.

The project will improve bus service and decrease congestion, resulting in better air quality and reduced energy consumption.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000 et seq. After preparation and review of an Environmental Impact Report (EIR), Caltrans approved the project. On October 23, 1981, a Notice of Determination was filed with the Secretary for Resources which found that "The project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR. The site of the proposed project has been inspected by the Commission staff.

Major impacts of the project include removal of landscaping, structures, parking areas, and railroad trackage at the nearby Union Station passenger terminal. Mitigation measures include provisions for new landscaping, a new parking area, and additional track at the north end of Union Station.

Notice of the application was published in the Commission's Daily Calendar on May 31, 1983. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Caltrans requests authority under Public Utilities Code Sections 1201-1205 to construct the Los Angeles River Busway Bridge and Overhead over the tracks of ATSF's main line in the City and County of Los Angeles.

2. Construction of the Los Angeles River Busway Bridge and Overhead is required as part of the project to extend the San Bernardino Freeway Busway.

3. Public convenience, necessity, and safety require construction of the Los Angeles Busway Bridge and Overhead.

4. Caltrans is the lead agency for this project under CEQA, as amended.

5. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

6. The San Bernardino Freeway Busway extension project will have a significant impact on the environment; however, mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

Conclusion of Law

The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. The State of California, Department of Transportation (Caltrans), is authorized to construct the Los Angeles River Busway Bridge and Overhead over the tracks of The Atchison, Topeka and Santa Fe Railway Company's (ATSF) main line in the City and County of Los Angeles, at the location and substantially as shown by plans attached to the application, to be identified as Crossing 2-140.6-A.

2. Clearances shall be in accordance with General Order (G.O.) 26-D; except that during the period of construction a clearance of not less than 21'-6" above top of rail shall be authorized and ATSF shall be authorized to operate with such reduced overhead clearance provided that instructions are issued by the railroad and filed with the Commission forbidding employees to ride on tops of cars beneath the structure.

3. Caltrans shall notify the Commission and SPT at least 15, but not more than 30, days in advance of the date when the temporary impaired clearance will be created.

4. Walkways shall conform to G.O.118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstruction and shall be promptly restored to their original condition in the event of damage during construction.

5. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans of the crossing approved by ATSF, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

6. Within 30 days after completion of the work under this order, Caltrans shall notify the Commission in writing that the authorized work has been completed.

This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

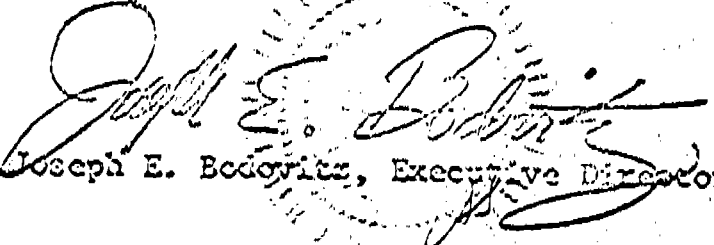
This order becomes effective 30 days from today.

Dated APR 18 1984, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS' COMMISSION.


Joseph E. Bodovitz, Executive Director