

S/RRT/dt

Decision 91 09 032 SEP 06 1991

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
LOS ANGELES COUNTY TRANSPORTATION )  
COMMISSION )

for an order authorizing the )  
construction of two rail transit )  
tracks at separated grade above )  
Marine Avenue formerly Compton )  
Boulevard, and the alteration of )  
grade crossing warning devices at )  
Santa Fe grade crossing 2H-16.1, in )  
Cities of Hawthorne and Redondo )  
Beach, County of Los Angeles, )  
California. )

ORIGINAL

Application 91-02-072  
(Filed February 14, 1991)

OPINION

As part of the project to construct a rail transit (RT) system, the Los Angeles County Transportation Commission (LACTC) requests authority to construct two rail vehicle (RV) tracks at separated grades over Marine Avenue (formerly Compton Boulevard) and to alter the grade crossing warning devices at the adjacent at grade crossing of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line, located at the boundary line of the Cities of Hawthorne and Redondo Beach, Los Angeles County.

The Los Angeles Metro Green Line project with sixteen passenger rail stations will serve thousands of citizens daily when service begins in 1994. The 23-mile line begins in Norwalk (Studebaker Road and the San Gabriel River Freeway-Interstate Route 605 (I-605)), the tracks run generally along the center of Interstate 105 (I-105)-Glen Anderson Freeway to Aviation Boulevard and Imperial Highway where it branches into a northern and southern extensions.

The portion with which this application deals is the "South" El Segundo Extension, a separate 3.5-mile segment which will carry rail commuters into El Segundo's major employment area, and perhaps ultimately to the City of Torrance.

LACTC advises the Commission that the Metro Green Line will be the first fully automated rail rapid transit line in the United States and will become a vital part of Los Angeles County's 300-mile passenger network. This innovation offers a distinct advantage to Metro passengers, allowing trains to run more frequently in order to serve more passengers. During peak hours, Green Line trains will board riders every two and one-half minutes on the main Norwalk to El Segundo line. On the two branches (north and south), boarding will occur approximately every five minutes.

LACTC 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. A Draft Environmental Impact Report (DEIR) for the Century/El Segundo Extension Rail Transit Project was released to the public on July 3, 1986, beginning the formal review period, which closed August 25, 1986. The DEIR evaluated the proposed rail transit project and several options. A public hearing was held August 12, 1986. Comments by the public and government officials, where feasible, were incorporated into the Final EIR (FEIR) and were generally determined to be as follows:

IMPACT

FINDINGS

a) Land Use

Right-of-Way (ROW) acquisition requires 11.6 acres of privately held property.

Unavoidable Impact- Private land taking has been held to the absolute minimum.

b) Traffic Circulation

Project will narrow Row  
on Nash Street.

Significant-

Mitigation modest flaring to  
accommodate turning lanes on  
Nash & Douglas Streets will  
increase traffic capacity.

c) Freight Rail

Design of Douglas Street on ramp  
the Century Freeway, requires  
modification of existing spur  
line.

Not significant-

Existing spur to tracks is  
not in use. If freight  
service is restored, the  
spur can be modified to  
provide access.

d) Noise and Vibration

Rail line passes in close proximity  
to two sensitive receptors.  
are within existing ambient

Not significant-

Noise and vibrations impacts  
levels at these locations.

e) Construction

Minor disruption of traffic flow  
would occur on Nash, Maple, Mari-  
posa, Grand, Douglas, El Segundo  
and Aviation during construction  
of tracks and aerial structures.

Significant-

But temporary construction  
phasing will be programmed to  
minimize impacts.

f) Air Quality

Transit improvements are integral part of the Regional Air Quality Management Plan. Any shift from auto to transit would be beneficial.

Overall Beneficial Impact- Construction would be governed by standard industry codes and practices as well as Federal and State Laws.

g) Ecological

No Impacts Anticipated

Not significant

h) Historical and Cultural

No Impacts Anticipated

Not significant

After review of the FEIR, LACTC approved the project. On November 12, 1986, a Notice of Determination was filed with the Secretary for Resources and with the Los Angeles County Clerk which found that "The project will have a significant impact on the environment." A Statement of Overriding Considerations was adopted for the project. Mitigation measures will either eliminate or reduce the severity of the adverse impact to acceptable levels.

The LACTC determined that the social, economic and transportation benefits of constructing the Century-El Segundo Extension Rail Transit Project outweigh and override the unavoidable adverse environmental impacts. The social, economic and transportation reasons supporting this determination are listed below:

- o The Project will improve the accessibility to the El Segundo Employment Center for Century Line riders;
- o The Project will provide transportation for up to 14,000 additional persons per day on the Century Line;

- o The Project will provide a rail vehicle storage facility thereby improving the operational efficiency of the Century Line;
- o The Project will provide an alternative means of transportation to and within the very congested El Segundo Employment Area.
- o The Project is in conformance with applicable local improvement and regional transportation plans. This Project will be part of the 150-mile countywide rail transit system mandated by Proposition A, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's FEIR. The site of the proposed project has been inspected by the Commission's Safety Division Traffic Engineering staff. The staff has examined the need to construct the grade separation structure and tracks over Marine Avenue and recommends that the project be approved.

The application is in compliance with the Commission's filing requirements including Rule 40 of the Rules of Practice and Procedure, which relates to the construction of a railroad track across a public highway. Detailed drawings of the proposed construction are included in Appendix A attached to this order.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on February 21, 1991. No protests have been received. A public hearing is not necessary.

2. LACTC requests authority under Public Utilities Code Sections 1201-1205 to construct two RV tracks at separated grades over Marine Avenue (formerly Compton Boulevard) at the boundary line of the Cities of Hawthorne and Redondo Beach, Los Angeles County.

3. LACTC also requests authority to relocate and upgrade the grade crossing warning devices at the adjacent Marine Avenue Crossing of AT&SF's Harbor Subdivision Branch Line as indicated on the Appendix to this application.

4. Construction of proposed Marine Avenue Underpass grade separation and relocation of automatic grade crossing devices at the adjacent AT&SF Crossing is an essential element in the construction of the Metro Green Line Century-El Segundo (south) Extension Rail Transit Project.

5. AT&SF approved the temporary reduced vertical clearances by letter dated June 12, 1990.

6. Public convenience, necessity, and safety require construction of two RV tracks at separated grades over Marine Avenue and the relocation of the AT&SF automatic signals at the adjacent at-grade crossing as indicated in Appendix A to this order.

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

8. The South-El Segundo Extension of the Green Line Rail Transit Project will have a significant impact on the environment; however, mitigation measures taken by LACTC in land use, traffic circulation and construction will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

9. A Statement of Overriding Considerations was adopted for the project.

10. Transit improvements are an integral part of the Regional Air Quality Management Plan.

11. A shift from auto to rail transit would be beneficial to the Los Angeles Metropolitan Area.

12. The Project is in conformance with applicable local improvement and regional transportation plans. This Project will be part of the 150-mile countywide rail transit system mandated by Proposition A, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.

Conclusion of Law

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

ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two RV tracks at separated grades, to be identified as Crossing 84T-3.34-B over Marine Avenue (formerly Compton Boulevard) and to relocate the automatic warning devices at the adjacent at grade crossing of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line, identified as Crossing 2H-16.1, at the boundary line of the Cities of Hawthorne and Redondo Beach, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order.

2. Clearances for AT&SF Crossing 2H-16.1, shall be in accordance with General Order (GO) 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 AT&SF shall be authorized to operate with such reduced overhead clearance provided that instructions are issued by the railroad and filed with the Commission Safety

Division forbidding employees to ride on tops of cars beneath the structure.

3. LACTC shall notify the Commission Safety Division and AT&SF at least 15, but not more than 30 days in advance of the date when the temporary impaired overhead clearance will be created.

4. Walkways for AT&SF shall conform to General Order 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

5. For the LACTC Crossing 84T-3.34-B Clearances and Walkways shall conform to G.O. 143.

6. Protection at the AT&SF Crossing shall be two Standard No. 9-A automatic gate-type signals with cantilever arms and two Standard No. 9 automatic gate-type signals G.O. 75-C to be located as indicated on Exhibit B attached to the application and pages 3 and 4 of Appendix A of this order.

7. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement has been filed with the Commission.

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

9. 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.



10. The application is granted as set forth above.  
This order is effective 30 days from today.  
Dated SEP 06 1991, at San Francisco, California.

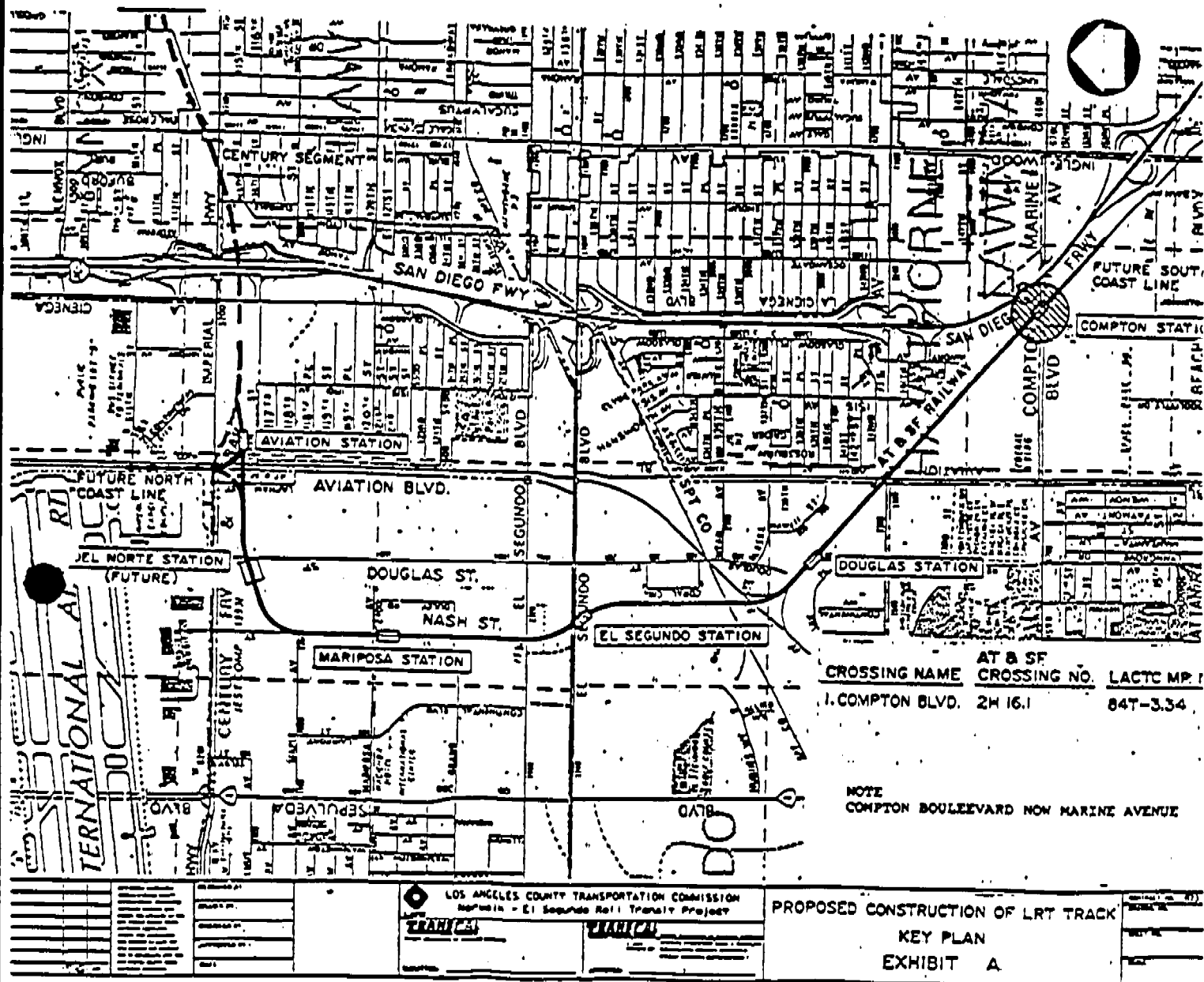
I abstain.

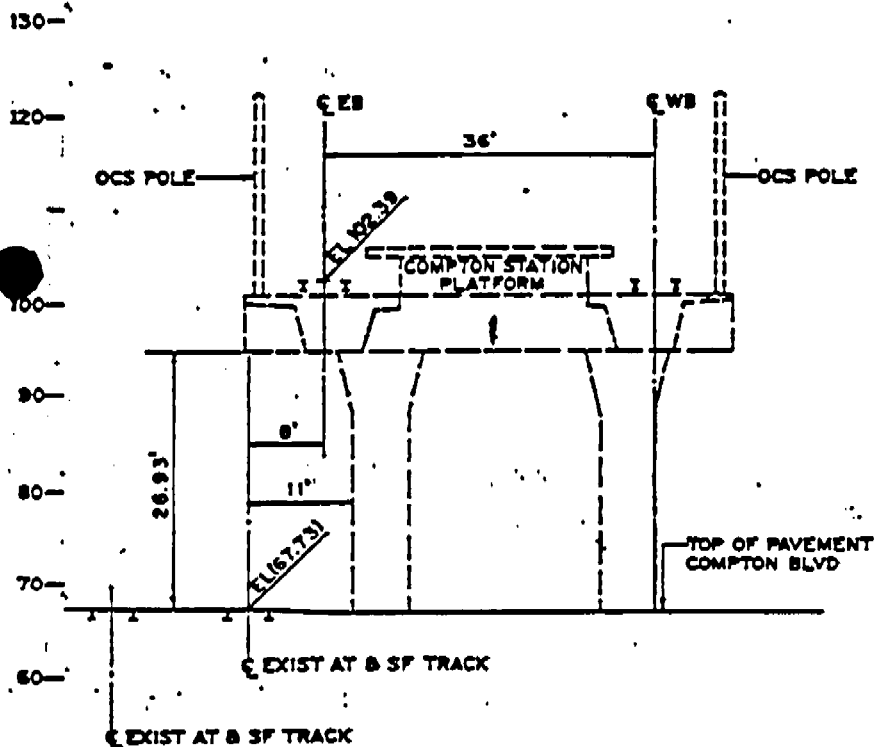
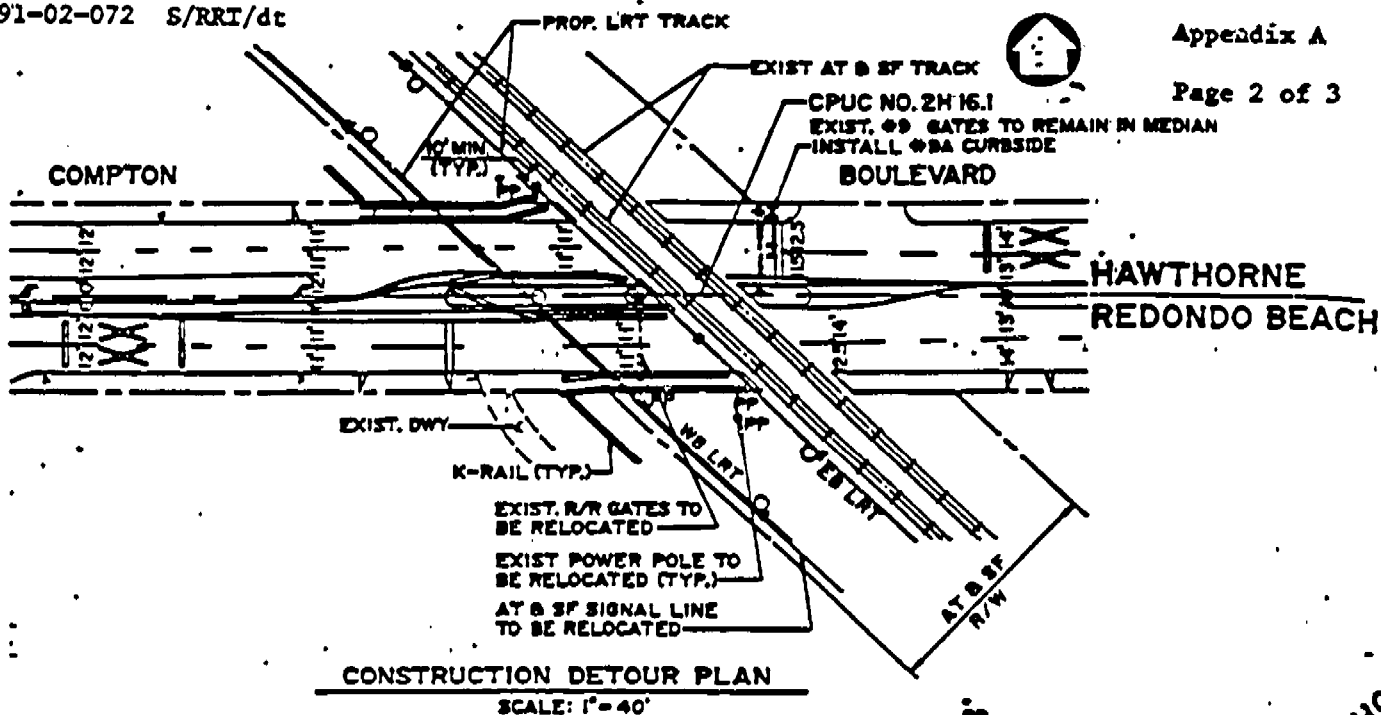
G. MITCHELL WILK  
Commissioner

PATRICIA M. ECKERT  
President  
JOHN B. OHANIAN  
DANIEL WM. FESSLER  
NORMAN D. SHUMWAY  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY


  
NEAL J. SHULMAN, Executive Director  
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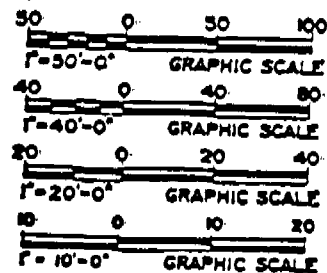
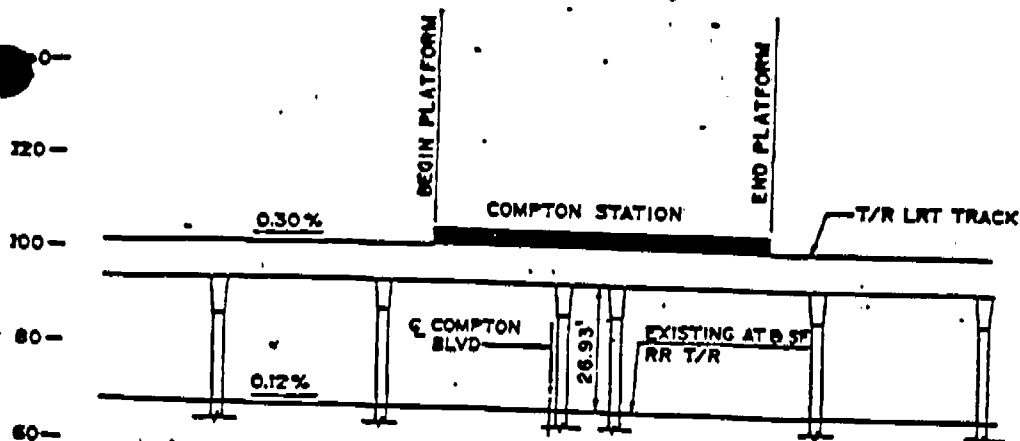
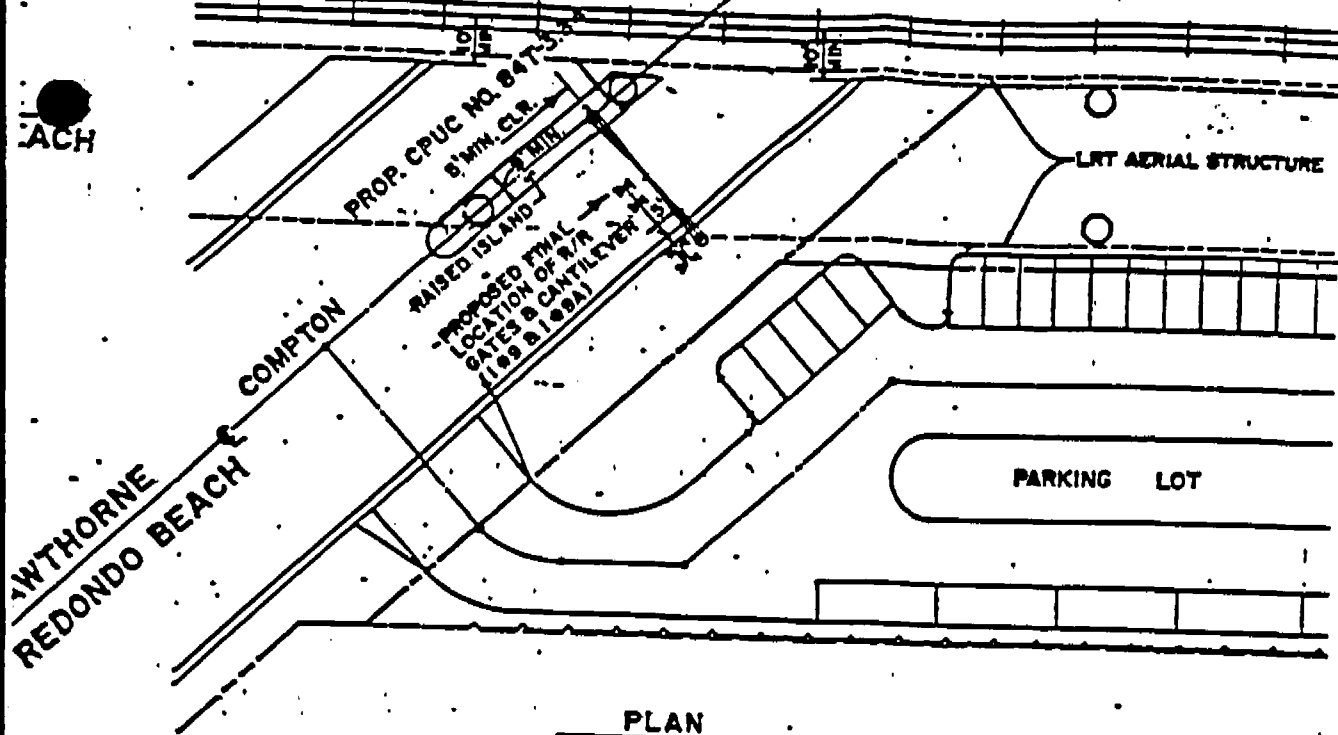
**LRT CROSS-SECTION**  
- LOOKING SOUTH  
SCALE: 1" = 10'

NOTE  
COMPTON BOULEVARD NOW MARINE AVENUE

REV.	DATE	DESCRIPTION	BY	APP.	DESIGNED BY DRAWN BY <i>W. HOWE</i> CHECKED BY APPROVED BY DATE		 <b>LOS ANGELES C</b> Norwalk <b>TRANSFAL</b> Submitted: _____
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INSTALL 69A CURBSIDE  
69 GATES TO REMAIN IN MEDIAN

ACH



AVENUE

EXHIBIT B

FEBRUARY 5, 1991

GELES COUNTY TRANSPORTATION COMMISSION  
Norwalk - El Segundo Rail Transit Project

PROPOSED CONSTRUCTION OF LACTC LRT TRK  
GRADE SEPARATION AT COMPTON BLVD.

CPUC CROSSING NO. 2H 16.1  
PROPOSED LACTC CROSSING NO. 84T-3.34  
HAWTHORNE-REDONDO BEACH

CONTRACT NO.	
DRAWING NO.	
REV.	SHEET NO.
SCALE - AS NOTED	

TRANSFAL

APPROVED: