

S/RRT/rm\*

Decision 91-09-036 September 6, 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 )  
Southern Pacific Transportation )  
Company's (SPT's) El Segundo )  
Branch track at its MP 499.6 and )  
at LACTC's MP T-2.01 in the City )  
of El Segundo, County of Los )  
Angeles, California )

**ORIGINAL**

Application 91-03-014  
(Filed March 6, 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 Southern Pacific Transportation Company's (SPT), El Segundo Branch line as indicated in the application and Appendix A, attached to this order in El Segundo, 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), and the tracks run generally along the center of Interstate 105 (I-105)-Glen Anderson Freeway to Aviation Boulevard and Imperial Highway, the line then branches into 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, with an option that ultimately this line will be carried 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 Public 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 Environmental Impact Report (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 Right-of-Way on Nash Street.

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

IMPACT

FINDINGS

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.

Not significant- Noise and vibrations impacts are within existing ambient levels at these locations.

e) Construction

Minor disruption of traffic flow would occur on Nash, Maple, Mariposa, 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 an 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.

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:

- \* The Project will improve the accessibility to the El Segundo Employment Center for Century Line riders.
- \* The Project will provide transportation for up to 14,000 additional persons per day on the Century Line;
- \* The Project will provide a rail vehicle storage facility thereby improving the operational efficiency of the Century Line;
- \* The Project will provide an alternative means of transportation to and within the very congested El Segundo Employment Area.

- \* 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 crisis 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 Commission's Safety Division Traffic Engineering staff inspected the site of the proposed project. After reviewing the need for and safety of the proposed grade separation at the location indicated in the application and Appendix A of this order, the staff recommends issuance of an ex parte order authorizing construction of the proposed grade separation.

The application was found to be in compliance under the Commission's filing requirements including Rule 41 of the Rules of Practice and Procedures, which relates to the construction of a railroad track across a railroad or street railroad. Detailed drawings of the proposed construction are included in Appendix A attached to this order.

LACTC wishes to begin construction of the grade separation at the earliest possible date. It is therefore requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on March 13, 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 SPT's , El Segundo Branch line at the location shown by

Exhibits A, B, C attached to the application and Appendix A of this order in El Segundo, Los Angeles County.

3. Construction of the proposed grade separation at the intersection of the two rail line (SPT-LACTC) is an essential element in the construction of the Metro Green Line Century-El Segundo (south) Extension Rail Transit Project.

4. Public convenience, necessity, and safety require construction of two RV tracks at separated grades above SPT's El Segundo Branch Line as indicated in Appendix A attached to this order.

5. LACTC will file other applications on various other rail transit projects on the Metro Green Line as other segments become more finalized.

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

7. 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.

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

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

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

11. 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 crisis and increased future traffic congestion.

Conclusions of Law

1. The application should be granted as set forth in the following order.
2. This order should be made effective immediately, since LACTC wishes to begin construction of the grade separation project at the earliest possible date.

ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two rail vehicle tracks at separated grades, over the tracks of Southern Pacific Transportation Company's (SPT) El Segundo Branch Line at the intersection of Milepost (MP) 2.01 (LACTC) and MP 499.6 (SPT) in El Segundo, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order.
2. For the SPT crossing at MP 499.6 clearances, 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 SPT 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 any car top beneath the structure.
3. LACTC shall notify the Commission Safety Division and SPT at least 15, but not more than 30 days in advance of the date when the temporary impaired overhead clearance will be created.
4. SPT by letter, dated June 27, 1990, stated that it had no objections to the temporary overhead clearances, provided the clearances were approved by the Commission.
5. Walkways for SPT shall conform to GO 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.

6. For the LACTC crossing at MP 2.01 clearances and walkways shall conform to GO 143.

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 today.

Dated SEP 6, 1991, at San Francisco, California.

I abstain.

G. MITCHELL WILK  
Commissioner

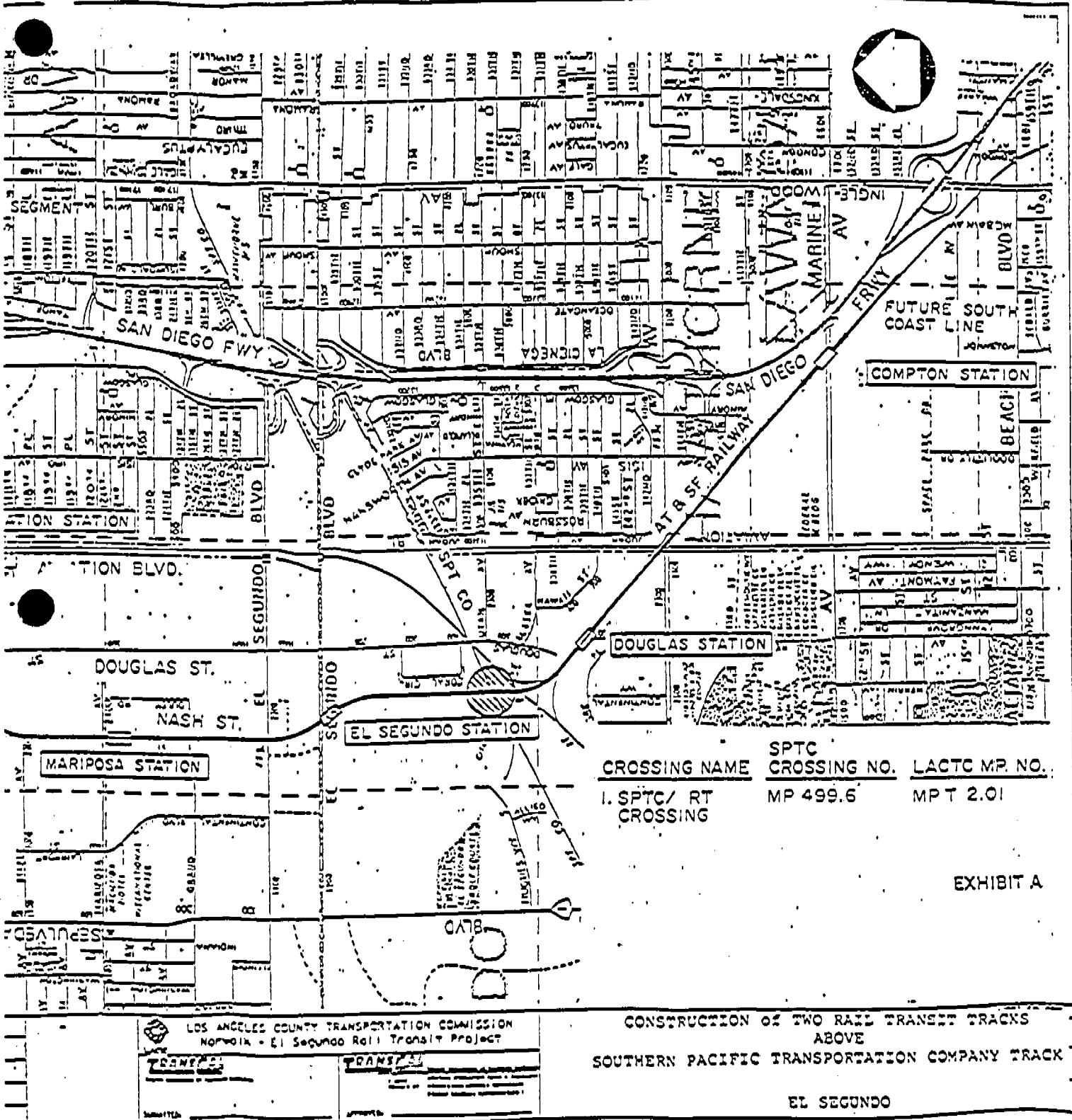
PATRICIA M. ECKERT  
President

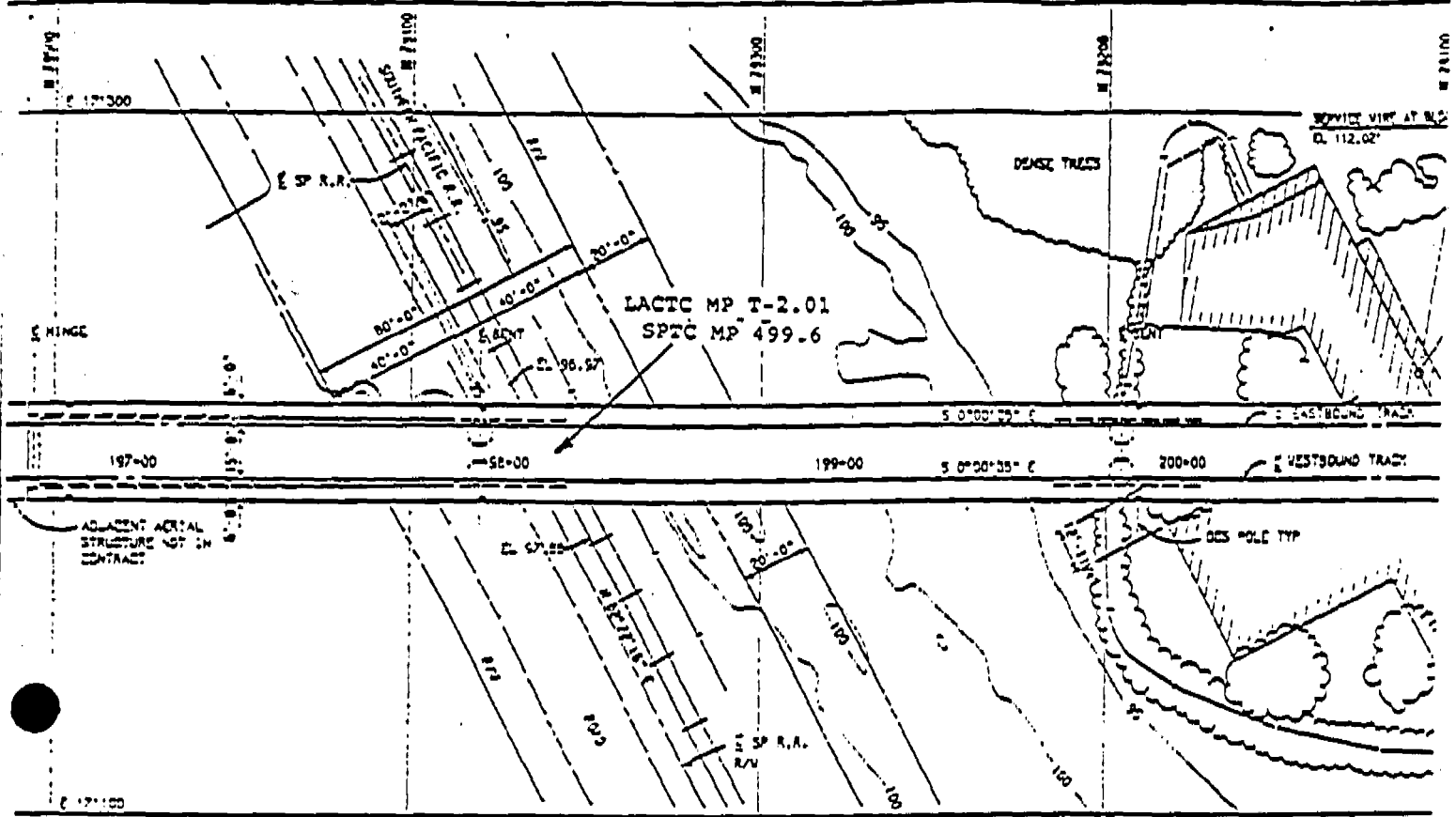
JOHN B. OHANIAN  
DANIEL WM. FESSLER  
NORMAN D. SHUMWAY  
Commissioners

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

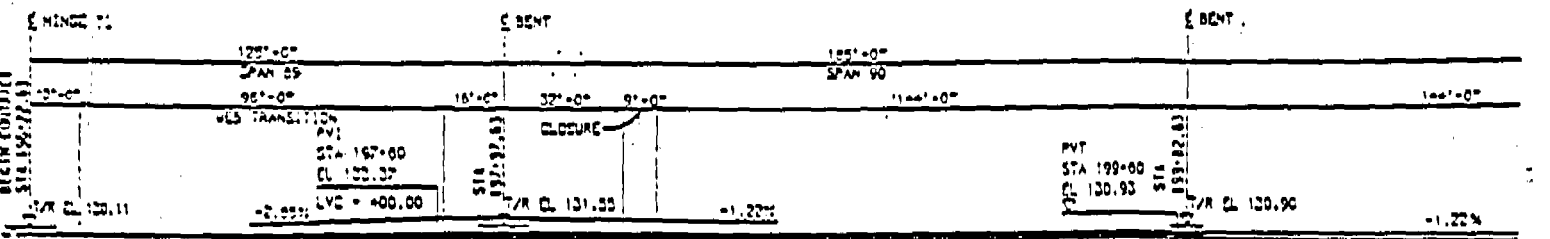
  
NEAL J. SHULMAN, Executive Director







PLAN



ELEVATION

21'-6" temporary vertical clearance during initial construction, following CPUC approval.

DESIGNED BY	DATE	APPROVED BY	DATE
DRAWN BY		APPROVED BY	
CHECKED BY		APPROVED BY	
IN CHARGE		APPROVED BY	

TYLON

ENGINEERS & ARCHITECTS

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Norwalk - San Gabriel Rail Transit Project

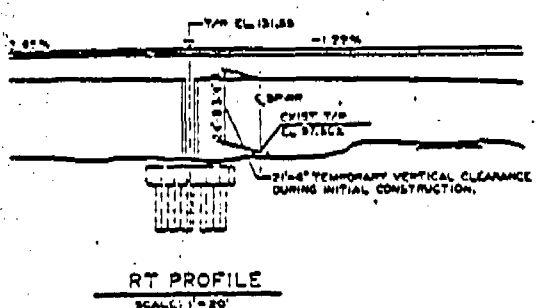
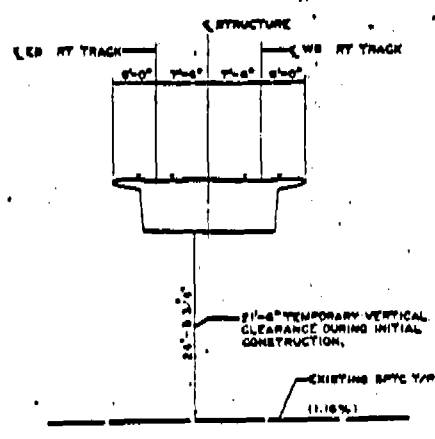
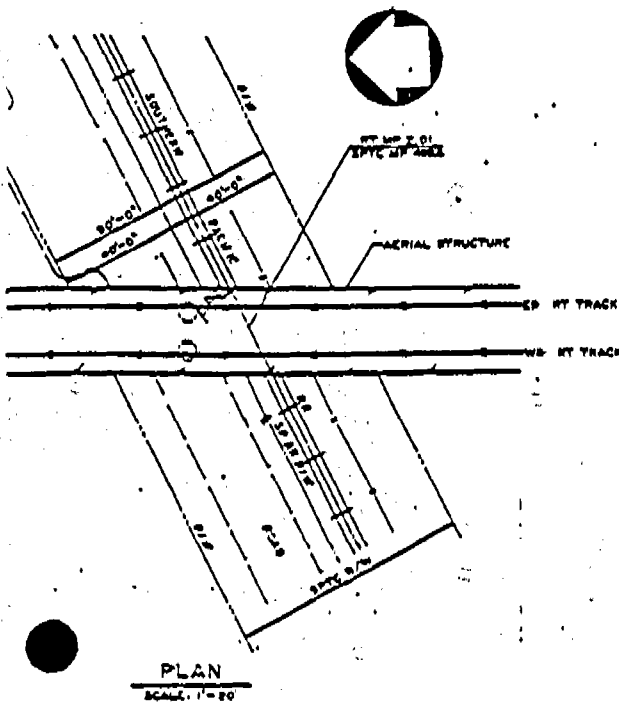


EXHIBIT B SHEET 2 OF 2

LOS ANGELES COUNTY TRANSPORTATION COMMISSION NETWORK - El Segundo Rail Transit Project 		CONSTRUCTION OF TWO RAIL TRANSIT ABOVE SOUTHERN PACIFIC TRANSPORTATION CO EL SEGUENDO	
PREPARED BY CHECKED BY DESIGNED BY APPROVED BY DATE	PROJECT NO. SHEET NO. DATE	CONTRACT NO. SHEET NO. DATE	APPROVED BY DATE