

S/RRT/sh

Decision 91 09 038

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: (a) Atchison Topeka and Santa
Fe (ATSF) Harbor Subdivision track at (i)
its MP 13.16 and at LACTC's MP M-0.1 and
(ii) ATSF's MP 13.19 and at LACTC's MP T-
0.09; (b) ATSF Harbor Subdivision Lairport
Spur at (i) its MP 13.12 and LACTC's MP M-
0.13 and (ii) ATSF's MP 13.33 and LACTC's
MP T-0.27; (c) ATSF Harbor Subdivision
Northrup Spur at its MP 13.51 and at
LACTC's MP T-0.32; (d) ATSF Redondo
Subdivision track at its MP 14.85 and at
LACTC's MP T-2.09; and (e) ATSF West leg of
Wye track at its MP 14.9 and at LACTC's
MP T-2.24, in the City of El Segundo,
County of Los Angeles, California.

ORIGINAL

Application 91-02-095
(Filed February 27, 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 grade over the tracks of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line and various spur and wye tracks at seven (7) locations, as indicated in Exhibit A attached to the Application and Appendix A of 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

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(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, boarding will occur approximately every five minutes.

LACTC is the lead agency for this project under California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) 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) <u>Land Use</u>
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) <u>Traffic Circulation</u>
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. |
| c) <u>Freight Rail</u>
Design of Douglas Street on ramp the Century Freeway, requires modification of existing spur line. | Not significant- Existing spur to tracks are not in use. If freight service is restored, the spur can be modified to provide access. |
| d) <u>Noise and Vibration</u>
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) <u>Construction</u>
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. |

IMPACT

FINDINGS

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 factors 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;

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- 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 150-mile countywide rail transit system mandated by Proposition A and thereby will 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 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 two LACTC RV tracks at separated grade over the seven AT&SF track mileposts specified in this order. The Staff recommends that the project be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rule 41 of Rules of Practice and Procedure which relates to the construction of a railroad track across an existing railroad track. 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 March 5, 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 rail transit tracks, at separated grades over AT&SF Harbor Subdivision Branch Line and various spur and wye tracks at seven locations as indicated in Appendix A of this order, in El Segundo, Los Angeles County.

3. Construction of the two Rail Transit tracks, at separated grades at the seven locations indicated in Appendix A, 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 the two RV tracks at separated grades at the seven locations indicated in Appendix A.

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 effect 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

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 over The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line and spur and wye tracks in El Segundo, Los Angeles County, at the intersection of the Mile Posts listed below:

<u>AT&SF</u>	<u>LACTC</u>
1. MP 13.16 - Harbor Subdivision Track	MP M-0.1
2. MP 13.19 - Harbor Subdivision Track	MP T-0.09
3. MP 13.12 - Lairport Spur	MP M-0.13
4. MP 13.33 - Lairport Spur	MP T-0.27
5. MP 13.51 - Northrop Spur	MP T-0.32
6. MP 14.85 - Redondo Subdivision (East leg of Wye)	MP T-2.09
7. MP 14.9 - West leg of Wye	MP T-2.24

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

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

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

5. Walkways for AT&SF shall conform to G.O. 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 LACTC Crossings, walkways and clearances shall conform to G.O. 143.

7. Construction and maintenance costs shall be borne in accordance with an agreement to be 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 becomes effective 30 days from today.
Dated SEP 06 1991 at San Francisco, California.

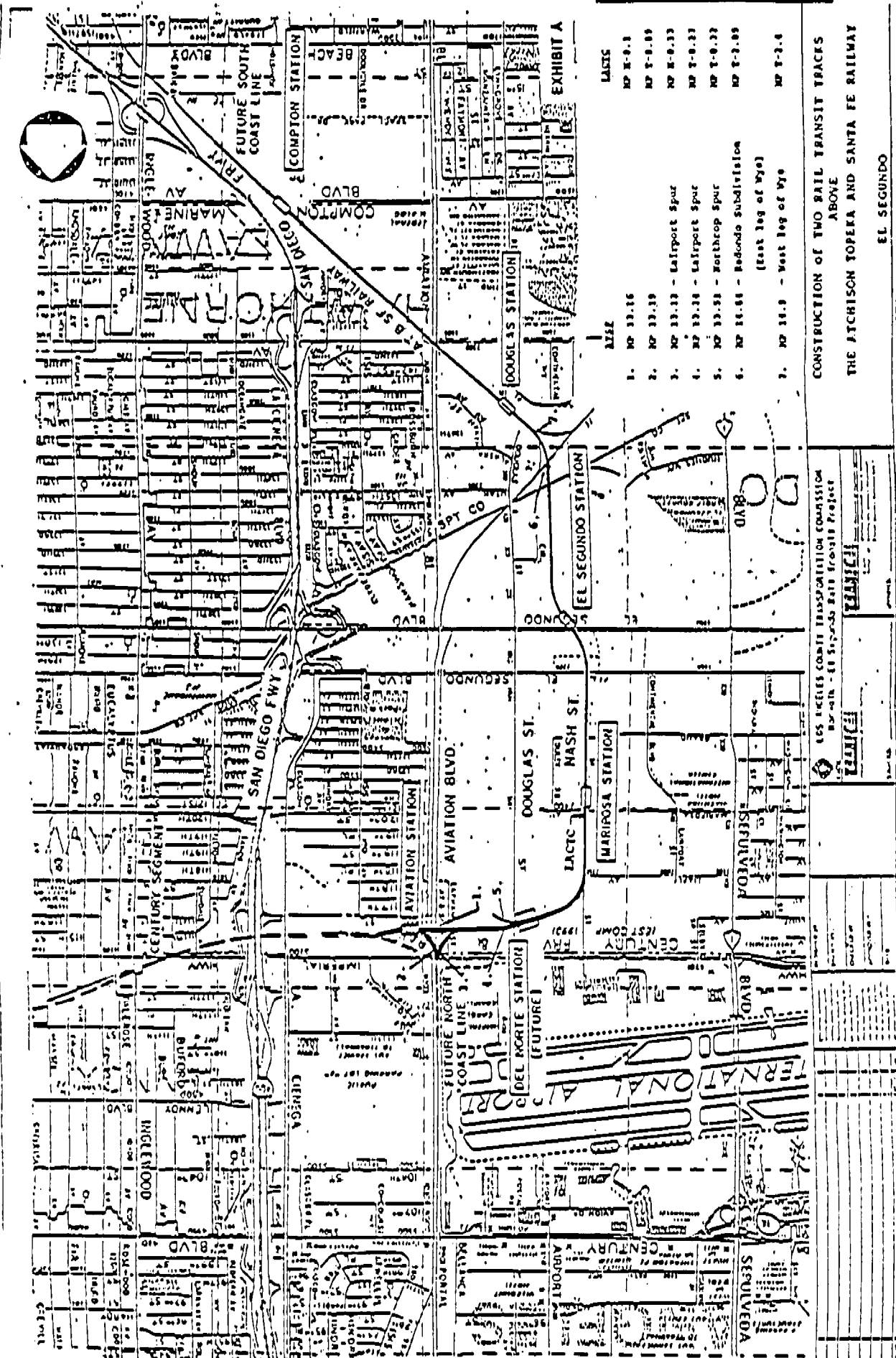
I abstain-

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



ATSF MP 13.19
LATIC MP T-0.09

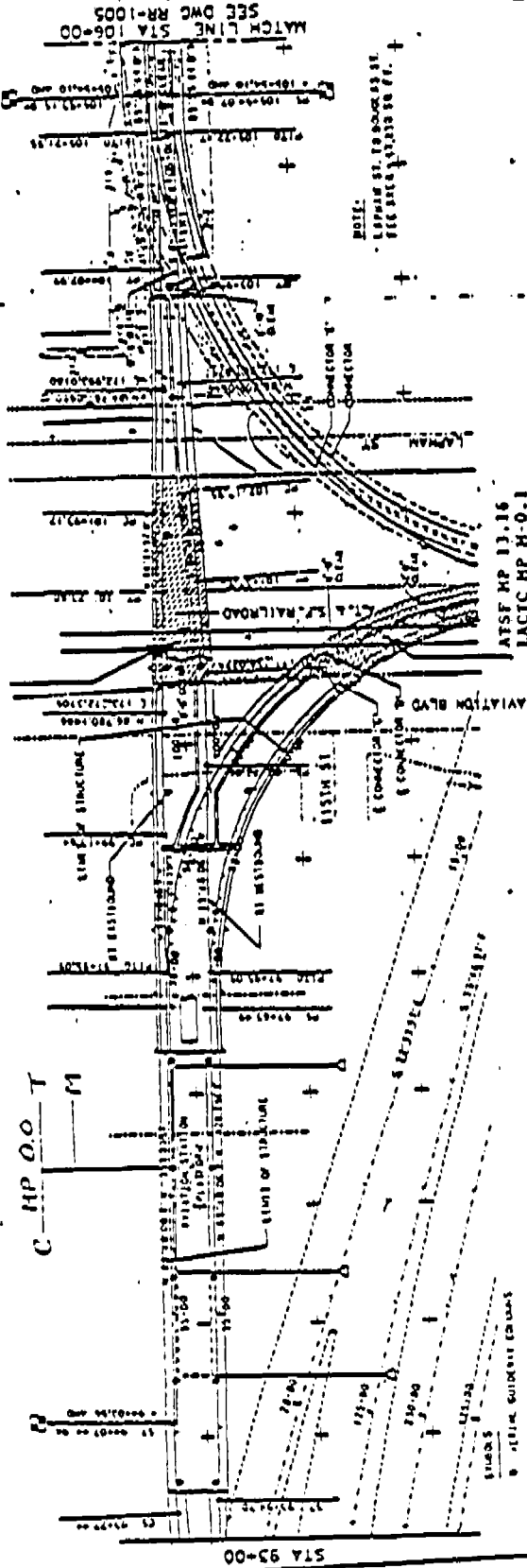
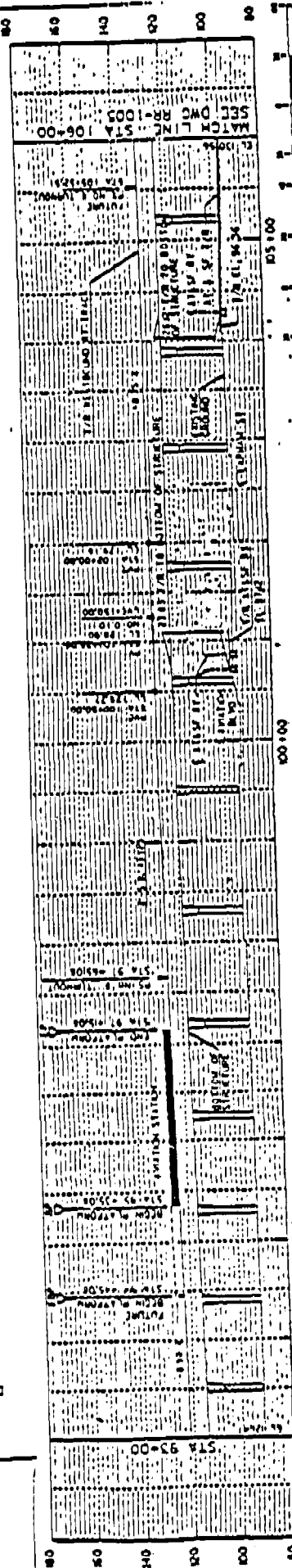


EXHIBIT B
SHEET 1 OF 6

PLAN

ATSF MP 13.16
LATIC MP M-0.1

- SECTION CUTIONS FOR BE TRACKS
- POINT OF INTERSECTION OF TWO TRACKS FOR BE TRACKS
- BEFORE AND END OF PLANTINGS FOR BE TRACKS



PROFILE

CONSTRUCTION OF TWO RAIL TRANSIT TRACKS
ABOVE
THE ATCHISON TOPEKA AND SANTA FE RAILWAY

EL SEGUNDO

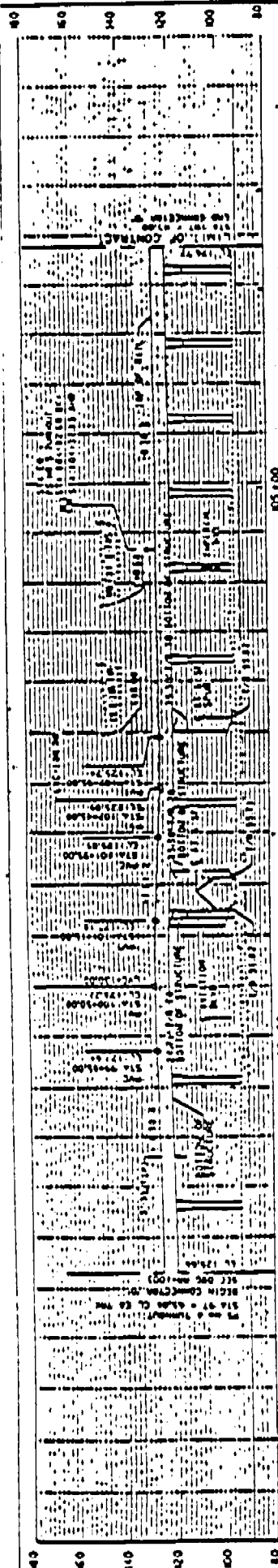
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
SANTA FE RAILWAY PROJECT

TECHNICAL

DATE

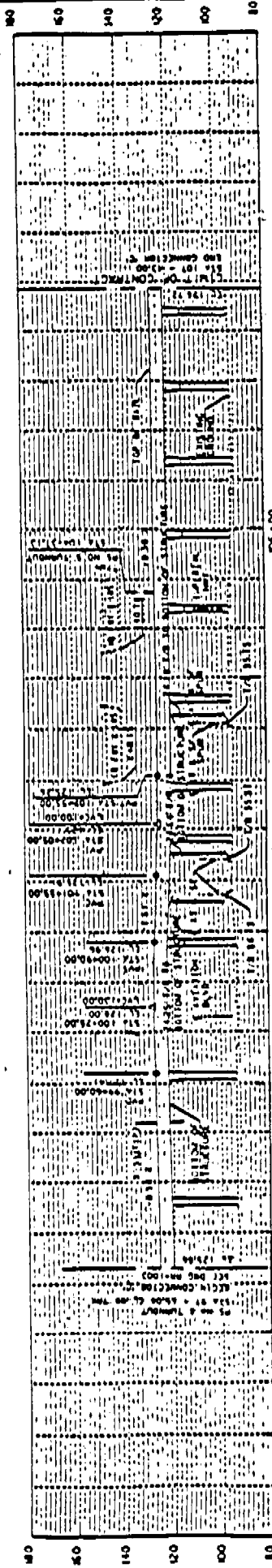
BY

REVISIONS



PROFILE CONNECTOR D

EXHIBIT B
SHEET 3 of 6



PROFILE CONNECTOR C

CONSTRUCTION OF TWO RAIL TRANSIT TRACES
ABOVE
THE ATCHISON TOPEKA AND SANTA FE RAILWAY

EL SEGUNDO

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
Borwick - El Segundo Rail Transit Project

TABLE 1

PROPOSED RAIL ALIGNMENT

Stationing: 0+00 to 1+00

Scale: 1" = 40' (Horizontal), 1" = 10' (Vertical)

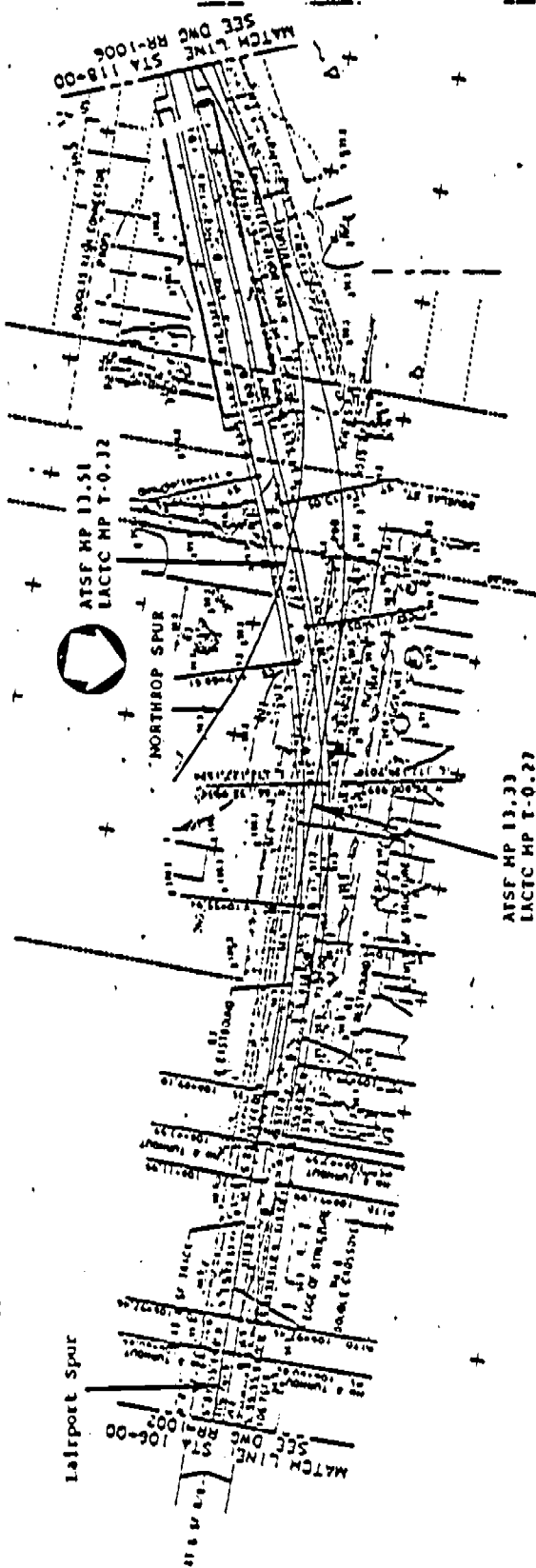
PROJECT LOCATION MAP

Map showing the project location within the Los Angeles County area, with a scale of 1" = 1 mile.

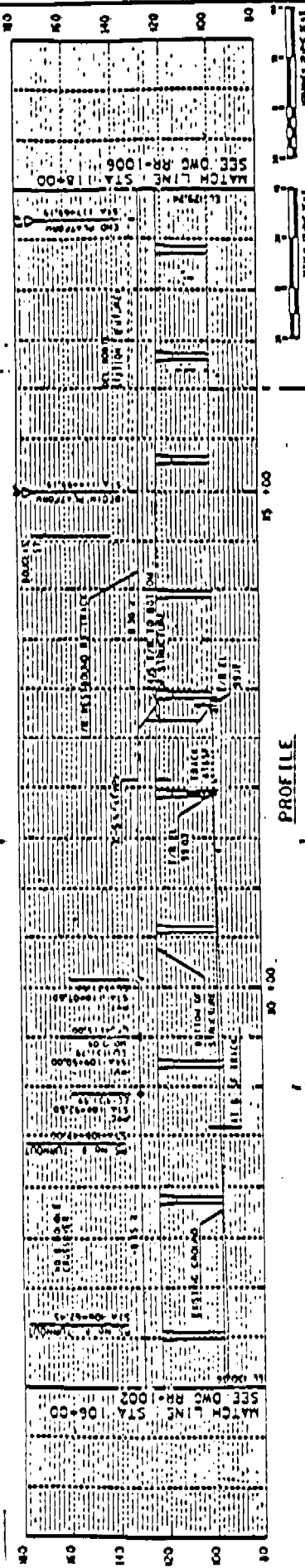
Map includes major roads and geographical features.

EXHIBIT B

SHEET 4 OF 6



PLAN



PROFILE

LOS ANGELES COUNTY TRANSPORTATION COMMISSION Bureau - El Segundo Rail Transit Project		TECHNICAL DATE: 01/18/55	
CONSTRUCTION OF TWO RAIL TRANSIT TRACKS ABOVE THE ATCHISON TOPEKA AND SANTA FE RAILWAY EL SEGUNDO		TECHNICAL DATE: 01/18/55	

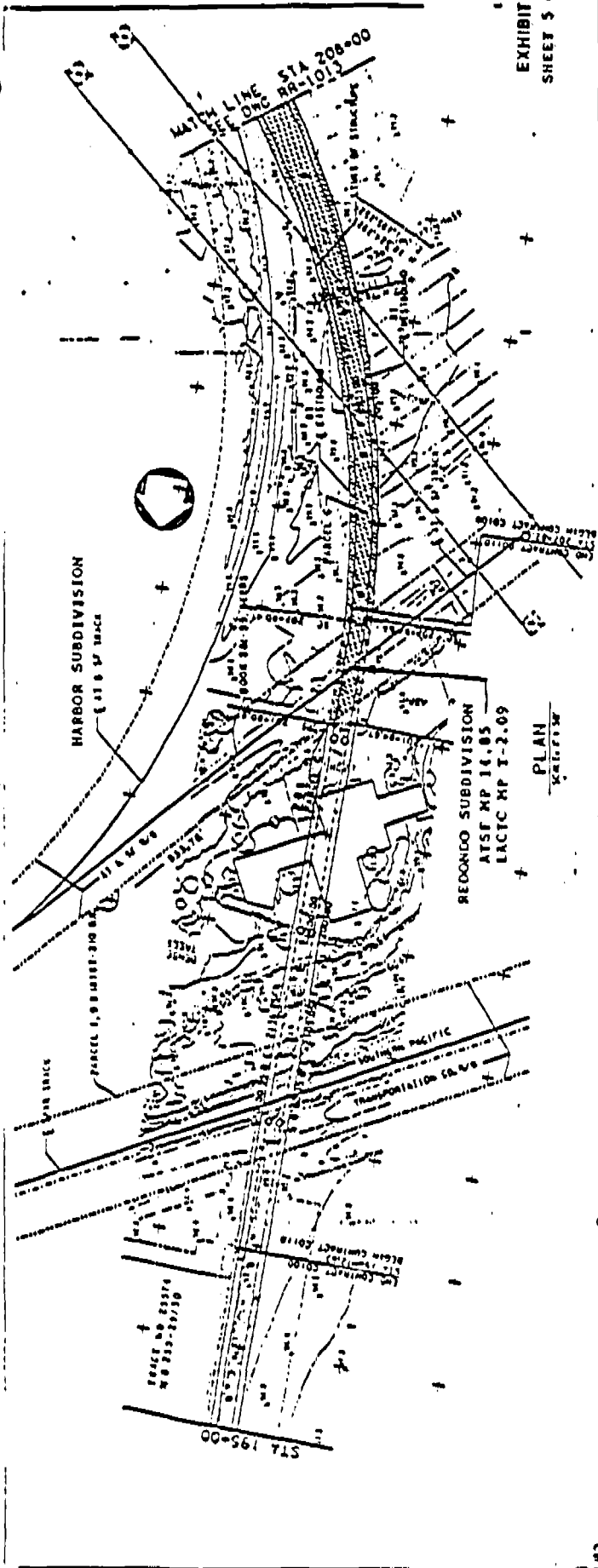
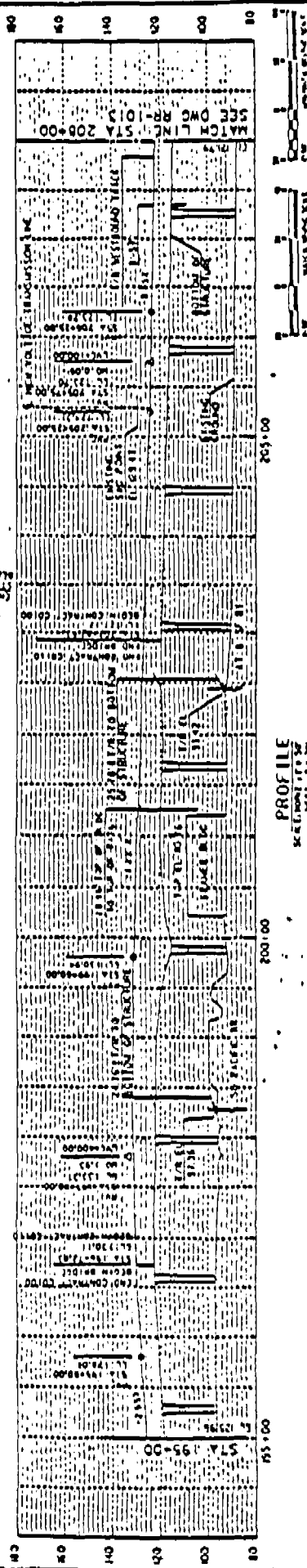


EXHIBIT B
SHEET 5 OF 6

PLAN
SCALE 1" = 100'



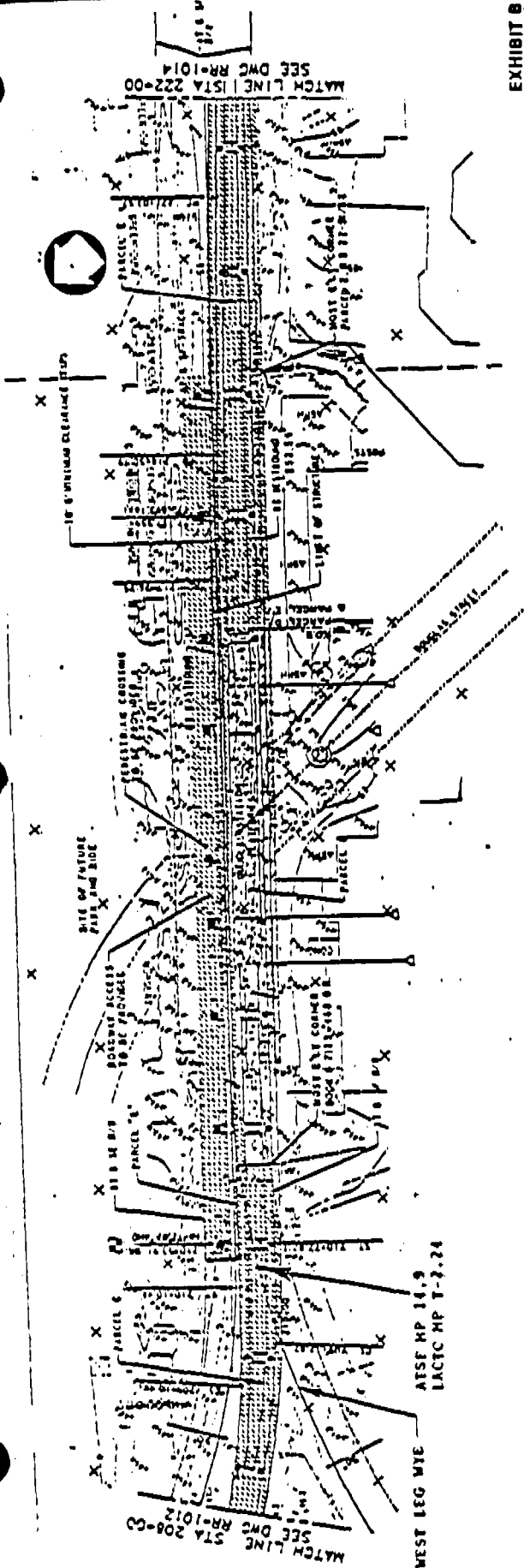
PROFILE
SCALE 1" = 10'

CONSTRUCTION OF TWO RAIL TRANSIT TRACKS
ABOVE
THE ATCHISON TOPEKA AND SANTA FE RAILWAY
EL SEGUNDO

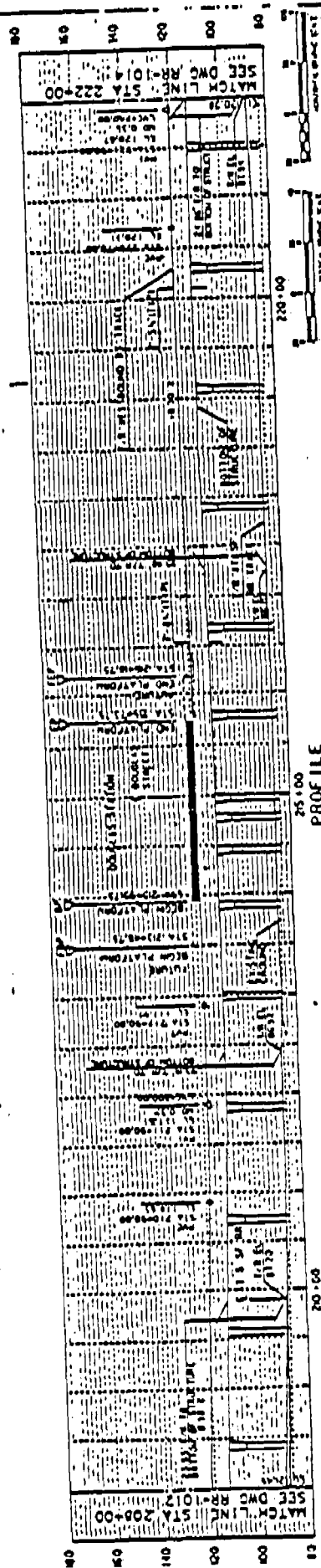
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
Bureau - El Segundo Rail Transit Project
TITANICAL

DESIGNED BY
CHECKED BY
DATE
APPROVED BY
DATE

EXHIBIT B
SHEET 6 of 6



PLAN



PROFILE

CONSTRUCTION OF TWO RAIL TRANSIT TRACKS
ABOVE
THE ATCHISON TOPEKA AND SANTA FE RAILWAY
EL SEGUNDO

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
Borwick - El Segundo Rail Transit Project

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