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Decision 91 09 081 SEP 25 1991

ORIGINAL

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 the)
intersection of Rosecrans Avenue and)
Aviation Boulevard in the Cities of)
Hawthorne, El Segundo and Manhattan)
Beach, in the County of Los Angeles.)

Application 91-04-006
(Filed April 3, 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 the intersection of Rosecrans Avenue and Aviation Boulevard, adjacent to the existing parallel grade separation of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line, located at the boundary lines of the Cities of Hawthorne, El Segundo and Manhattan 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, and then branch 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 were incorporated were feasible, 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 Right-of-Way on Nash Street.

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

c) Freight Rail

Design of Douglas Street on ramp to 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) 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, 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 factors will either eliminate or reduce the severity of the adverse impact to acceptable levels.

The Los Angeles County Transportation Commission 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; and
- 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 grades over the intersection of Rosecrans Avenue and Aviation Boulevard, and recommends that the project be approved.

The application was found to be in compliance with the Commission's filing requirements, including Rule 40 of 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 April 9, 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 the intersection of Rosecrans Avenue and Aviation Boulevard, adjacent to the existing parallel grade separation of AT&SF's Harbor Subdivision Branch Line, located at the boundary lines of the Cities of Hawthorne, El Segundo and Manhattan Beach, in Los Angeles County.

3. Construction of the two Rail Transit tracks, at separated grades over the intersection of Rosecrans Avenue and Aviation Boulevard, 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 as 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 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 rail vehicle tracks at separated grades, to be identified as Crossing 84T-2.6-B above the intersection of Rosecrans Avenue and Aviation Boulevard, adjacent to the existing parallel grade separation 2H-15.5-B of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Harbor Subdivision Branch Line, located at the boundary lines of the Cities of Hawthorne, El Segundo and Manhattan Beach, Los Angeles County, at the location and substantially as shown by plans attached to the Application and Appendix A of this Order.

2. Walkways and Clearances shall conform to G.O. 143.

3. 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.

4. 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.

5. 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.

6. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated SEP 25 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

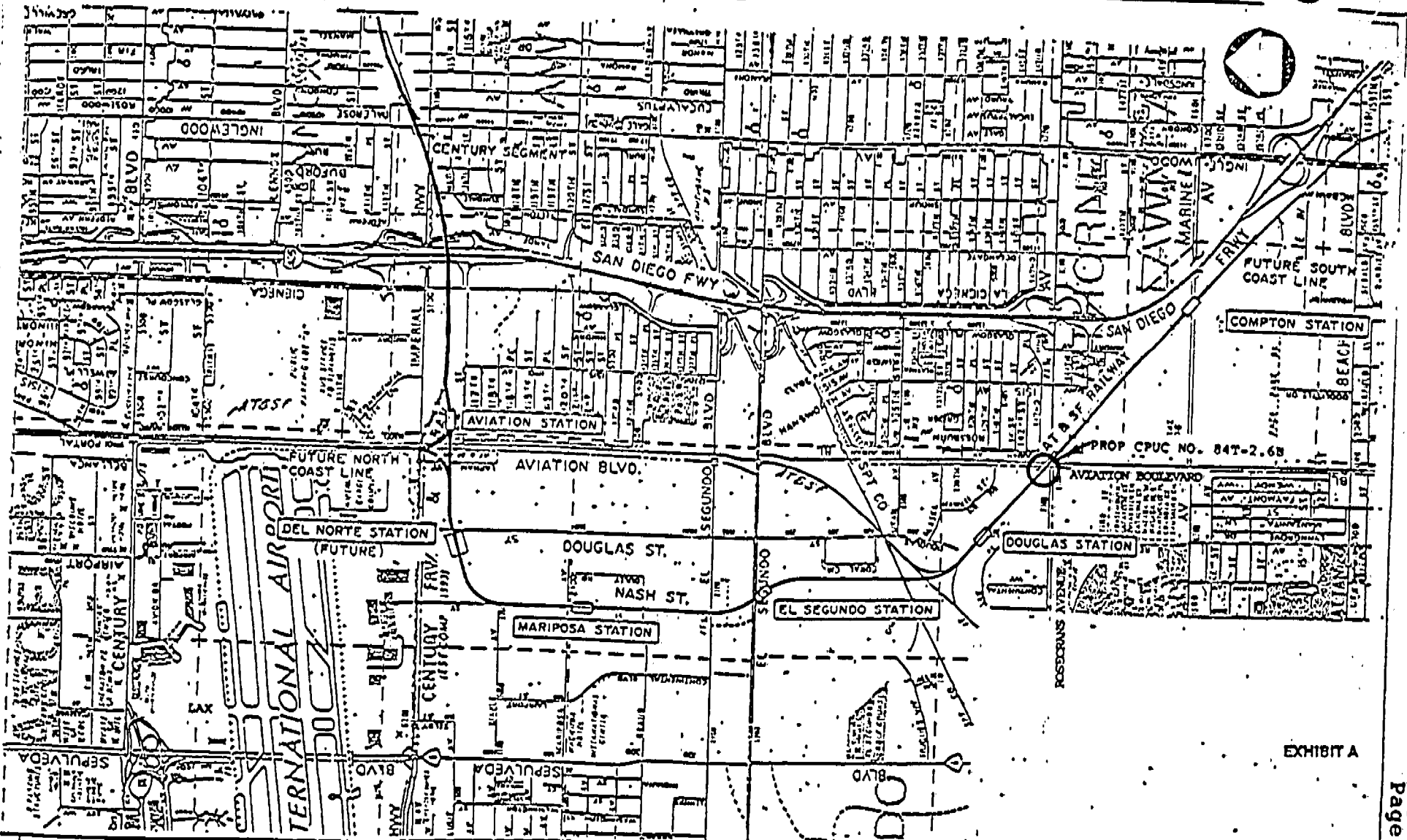


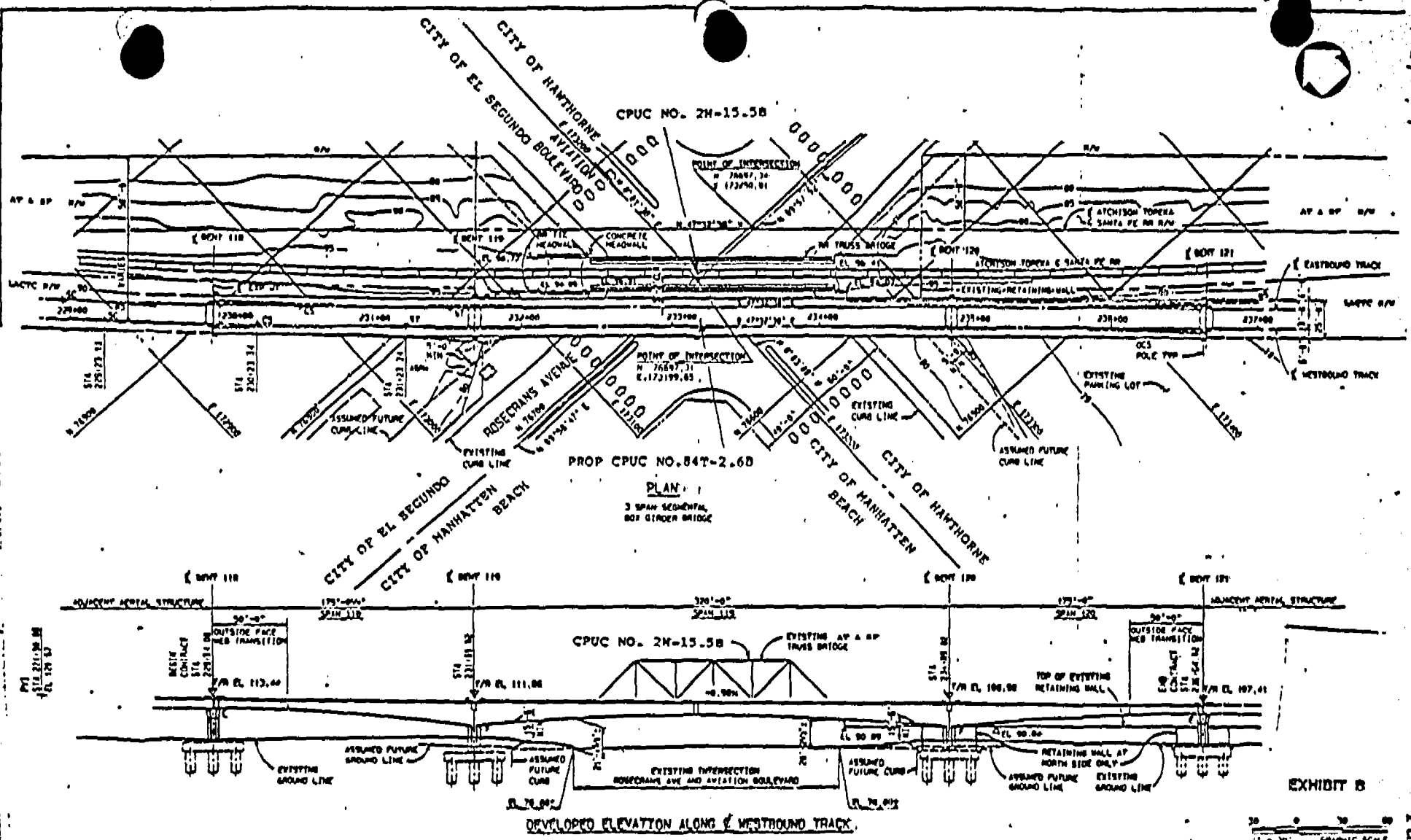
EXHIBIT A

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

TRANSIT

STREETS

PROPOSED GRADE SEPARATION CPUC NO. 84T-2.6B
 LAGT RAIL TRANSIT SYSTEM
 ROSECRANS AVENUE-AVIATION BOULEVARD
 CITIES OF HAWTHORNE, EL SEGUNDO, AND MANHATTAN BEACH



DATE	ISSUED FOR	BY	REVISION

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

TYIN
 TRANSPORTATION ENGINEERS

APPROVED: [Signature]

PROPOSED GRADE SEPARATION CPUC NO. 84T-2.6D
 LACTIC RAIL TRANSIT SYSTEM
 ROSMORRE AVENUE-AVIATION BOULEVARD
 CITIES OF HAWTHORNE, EL SEGUENDO, AND MANHATTAN BEACH