

S/RRT/rm

Decision 92 01 028 JAN 10 1992

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  
Lapham Street, Douglas Street,  
Nash Street, Maple Avenue, Mariposa  
Avenue, Grand Avenue, Nash Street  
and El Segundo Boulevard in the  
City of El Segundo, County of Los  
Angeles, California

**ORIGINAL**

Application 91-07-039  
(Filed July 26, 1991)

**O P I N I O N**

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 above Lapham Street, Douglas Street, Nash Street, Maple Avenue, Mariposa Avenue, Grand Avenue, Nash Street and El Segundo Boulevard in El Segundo, Los Angeles County as indicated in the Application and in Appendix A.

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 along the center of Interstate 105 (I-105)-Glen Anderson Freeway to Aviation Boulevard and Imperial Highway, where it branches into northern and southern extensions.

The portion of the project this Application deals with 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 Transit Line will become a vital part of Los Angeles County's 300-mile passenger network. The fact that the line is grade separated will offer 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 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 accommodate 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 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, 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 the review of a Final Environmental Impact Report (FEIR), LACTO 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 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:

- \* 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 separations at the locations indicated in the Application and in Appendix A of this order, as well as considering other pertinent factors, the staff recommends that authority be granted to construct the proposed eight grade separations of the Metro Green Line.

The Application was found to be in compliance with the Commission's filing requirements including Rule 40 of the Rules of Practice and Procedures, which relates to the construction of a railroad track across a public highway, with the exception of requirement "a," which requires a legal description of the crossing. However, LACTC has provided detailed Base Property and Survey Control Maps which contain coordinate control points that would enable a licensed Surveyor or a Civil Engineer to rapidly locate any boundary line within the area of the grade separation.

The Base Property and Survey Control Maps, sheets 1 to 4 were prepared by Licensed Land Surveyor, David DeGroot, California License 3968 and are part of Exhibit "G" attached to the application. The Traffic Engineering staff recommend that these maps be accepted under the circumstances of this application.

By protest filed August 26, 1991, the United Transportation

Union (UTU), stated, among other things, that the application did not contain steps that applicant intended to take in the planning and construction of the proposed automated rail system to assure safe operation. These concerns relate largely to the proposed automatic operating system for the trains, and not directly to the issue of whether the public safety would be enhanced by grade separating the crossings as proposed in the instant application.

LACTC responded on September 13, 1991, advising all interested parties that all of the safety issues relevant to the construction of the grade separations were addressed in the application and that the proposed grade separation structures meet the safety requirements contained in applicable Commission's General Orders.

In addition LACTC points out, that requirements associated with the proposed signal system, train control system and operating conditions are subject to the Commission's General Order (GO) 127 and are being addressed by LACTC and the Commission staff. Any issues arising out GO 127, and other applicable orders and requirements, will be subject to detailed review and testing by the joint staffs of LACTC and the CPUC prior to commencing commercial operations.

The southern extension of the Metro Green Line is already under construction. The Commission has already issued four orders authorizing construction: Decision (D.) 91-09-032 in Application (A.) 91-02-072, D.91-09-038 in A.91-02-095, D.91-09-036 in A.91-03-014 and D.91-09-081 in A.91-04-006. It would not be in the public interest to halt or delay construction of the grade separation structures to consider the essentially unrelated concerns of the UTU. This is especially true in view of the fact that the subject matter of the UTU'S concerns is already addressed by GO 127.

The Commission has a strong policy favoring grade separation of rail/street crossings where passenger trains are involved (Mayfield V. S.P. Co. (1913) 3 CRC 474; Kern County Bd.

of Supervisors (1951) 51 CPUC 317; City of Santa Cruz (1914) 5 CRC 268). Our order in this application is consistent with this policy.

LACTC wishes to begin construction of the grade separations 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. LACTC requests authority under Public Utilities (PU) Code Sections 1201-1205 to construct two RV tracks at separated grades above Lapham Street, Douglas Street, Nash Street, Maple Avenue, Mariposa Avenue, Grand Avenue, Nash Street and El Segundo Boulevard 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.

2. Construction of the proposed grade separations is an essential element in the construction of the Metro Green Line Century-El Segundo (South) Extension Rail Transit Project.

3. UTU filed a protest to the application on August 26, 1991 stating that the application did not contain steps applicant intended to take in the planning and construction of the proposed automatic rail system to assure safe operation.

4. By Response to Dismiss Protest, dated September 13, 1991, LACTC states that all of the safety issues relevant to the construction of the grade separations were addressed in the application and that the proposed grade separations meet the safety requirements contained in applicable Commissions General Orders.

5. LACTC further points out, that requirements associated with proposed signal system, train control system and operating conditions are subject to this Commission's GO 127, and other applicable orders and requirements; and will be subject to detailed review, scrutiny, inspection and testing.

6. The "Southern Extension" of the Metro Green Line is currently under construction. The Commission has already issued four orders authorizing construction. The four orders are:

<u>Decision (D.) No.</u>	<u>Date</u>	<u>Application (A.) No.</u>
D. 91-08-032	Sept. 6, 1991	A. 91-02-072
D. 91-09-038	Sept. 6, 1991	A. 91-02-095
D. 91-09-036	Sept. 6, 1991	A. 91-03-014
D. 91-09-081	Sept. 25, 1991	A. 91-04-006

7. Exhibit "G," sheets 1 to 4, Base Property and Survey Control Maps, prepared by Licensed Land Surveyor, David DeGroot, California License 3968, meet requirement "a" of Rule 40 pertaining to property descriptions. Exhibit "G" is attached to the application.

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

9. 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.

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

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

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

13. 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.

14. The construction of the eight grade separations will not compromise the safe operation of the rail system. Rather, the proposed grade separations will substantially enhance public safety by removing potential train/car conflicts and reducing accidents.

15. To delay construction the grade separations would create project time delays which would result in costly financial overruns for the public agencies concerned.

16. Public convenience, necessity, and safety requires the construction of the two RV tracks at separated grade above Lapham Street, Douglas Street, Nash Street, Maple Avenue, Mariposa Avenue, Grand Avenue, Nash Street and El Segundo Boulevard as indicated in Appendix A attached to this order.

#### Conclusions of Law

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

2. The usual 30-day effective date on an order should be waived as LACTC wishes to begin construction of the grade separation project at the earliest possible date.

#### O R D E R

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two rail vehicle tracks at separated grades, above Lapham Street, Douglas Street, Nash Street, Maple Avenue, Mariposa Avenue, Grand Avenue, Nash Street and El Segundo Boulevard 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. The proposed grade separated crossings all located in El Segundo shall be identified as follows:

<u>CROSSING NAME</u>	<u>PROPOSED CROSSING NUMBER</u>
LAPHAM STREET	84T-0.12B
DOUGLAS STREET	84T-0.4B
NASH STREET	84T-0.6B
MAPLE AVENUE	84T-0.7B
MARIPOSA AVENUE	84T-0.9B
GRAND AVENUE	84T-1.2B
NASH STREET	84T-1.38B
EL SEGUNDO BOULEVARD	84T-1.4 B

3. Clearances and walkways shall conform to General Order 143.

4. 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.

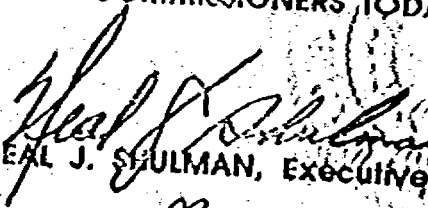
5. Within 30 days after completion of the work under this order, LACTC shall notify the Commission in writing that the authorized work has been completed.

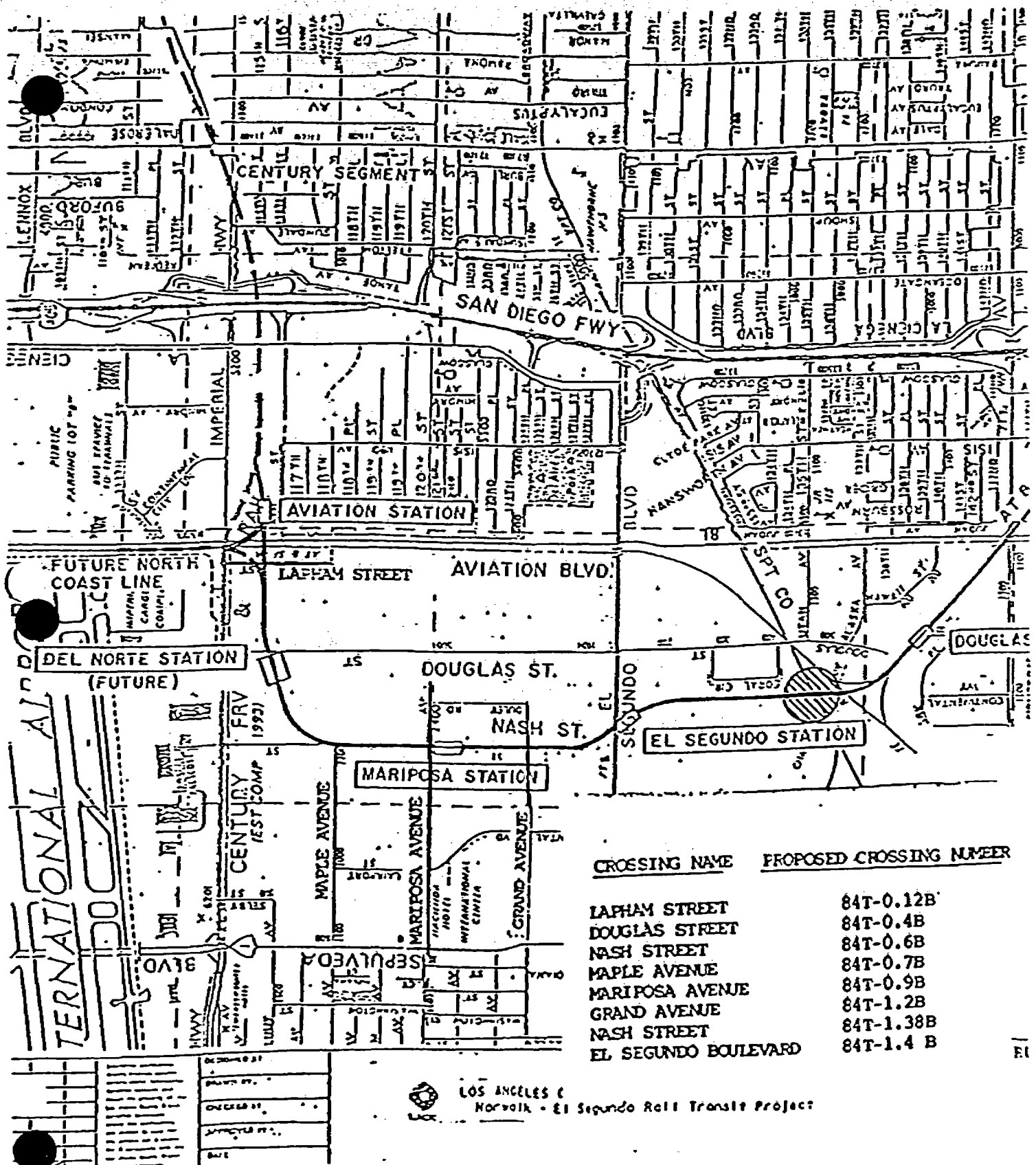
6. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

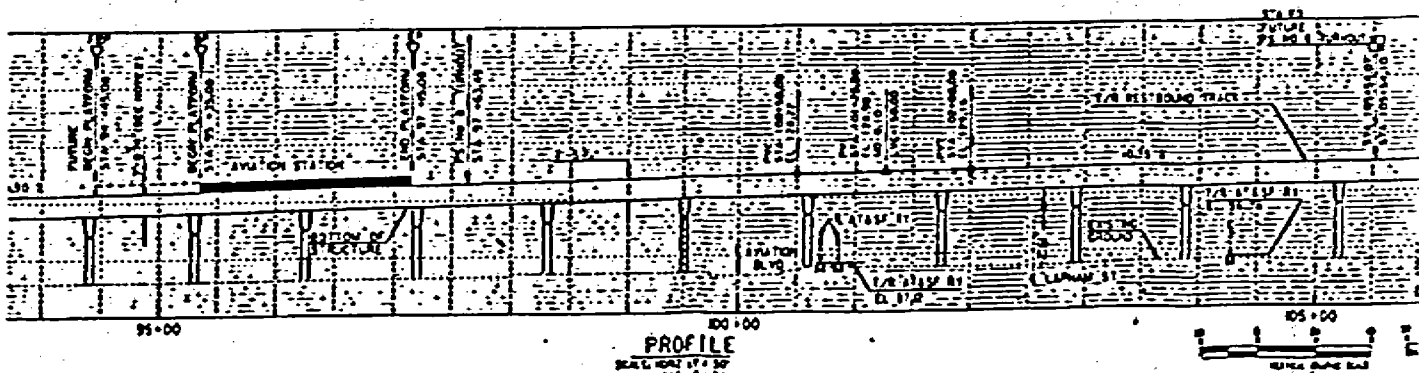
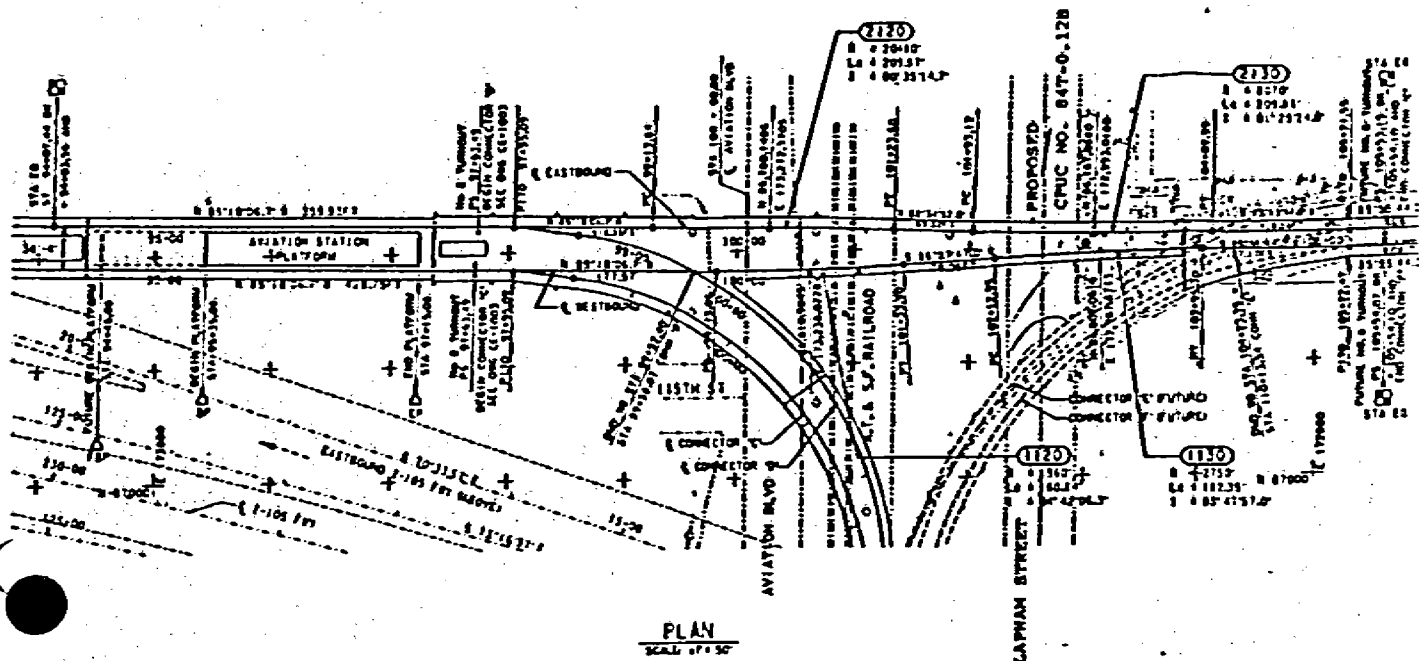
7. The Application is granted as set forth above.  
This order is effective today.  
Dated JAN 10 1992, at San Francisco, California.

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

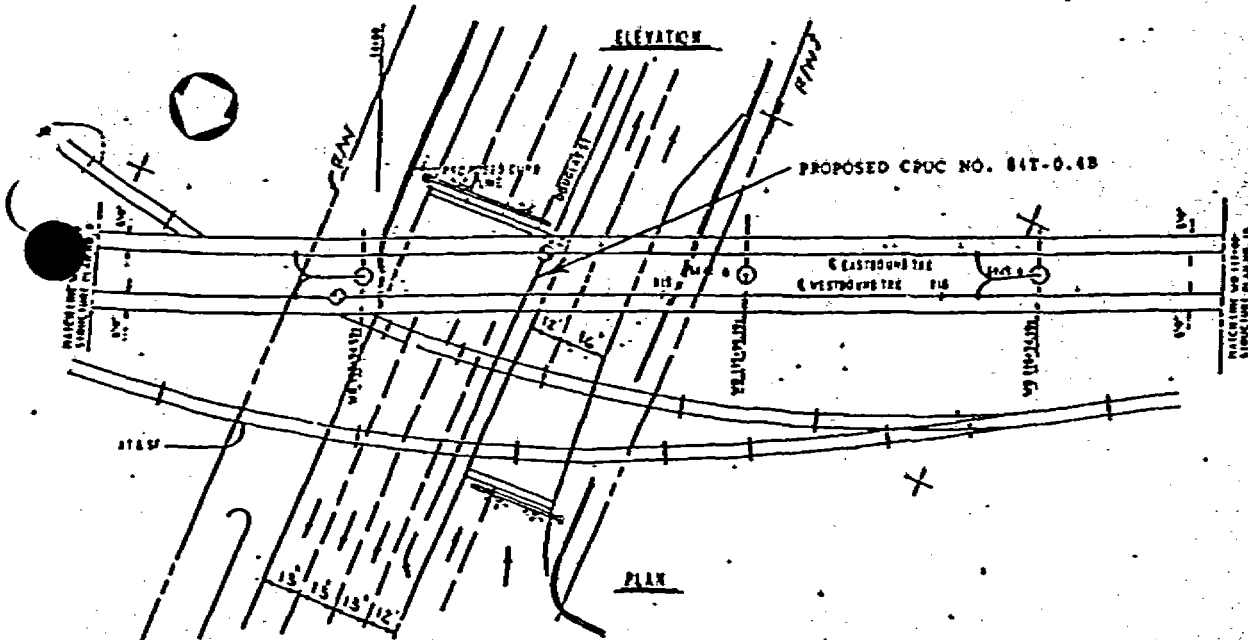
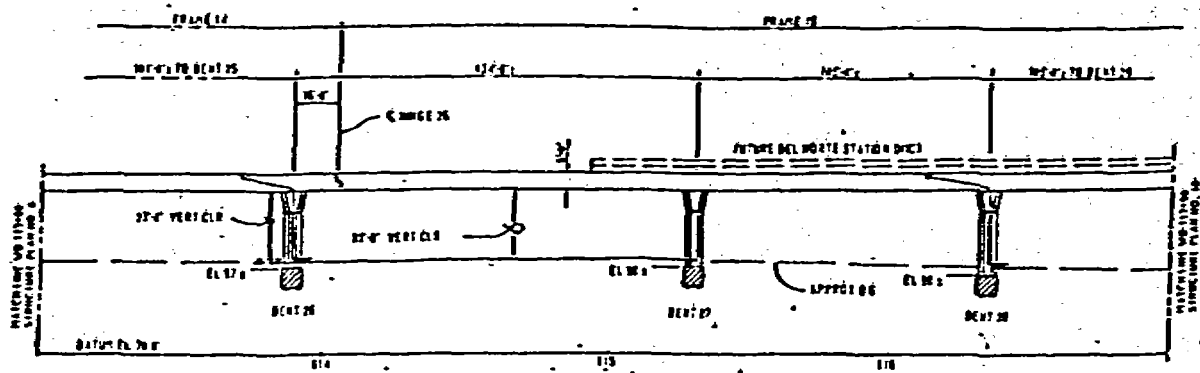
I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

  
NEAL J. SHULMAN, Executive Director





<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION Norwalk - El Segundo Rail Transit Project</p> <p>TRANSPAC</p>	<p>PROPOSED CONSTRUCTION RAIL TRANSIT GRADE SEPARATION LAPHAM STREET PROPOSED CPUC NO. 84T-0.128 EL SEGUNDO, CALIFORNIA</p>
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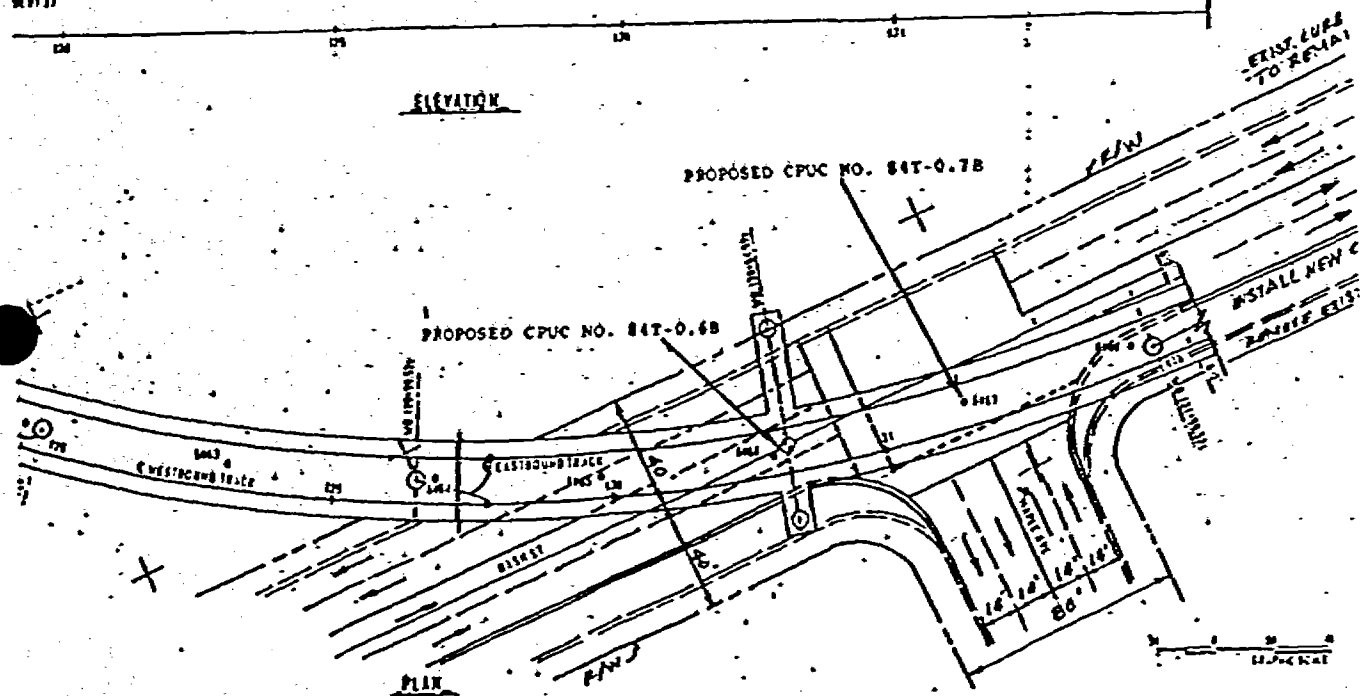
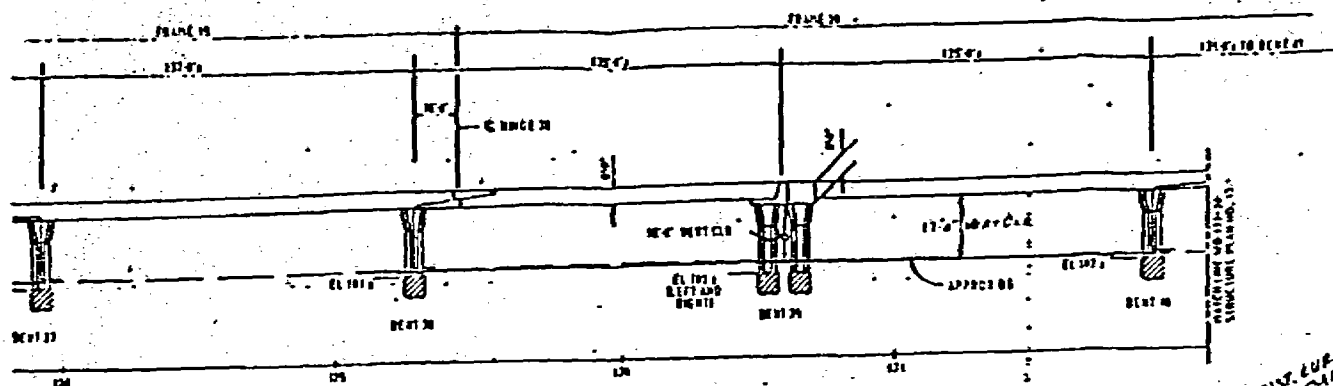
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LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Harbor - El Segundo Rail Transit Project

DC Design Engineering

David M. Helt

PROPOSED CONSTRUCTION  
RAIL TRANSIT GRADE SEPARATION  
DOUGLAS STREET  
PROPOSED CPUC NO. 84T-0.4B  
EL SEGUNDO, CALIFORNIA

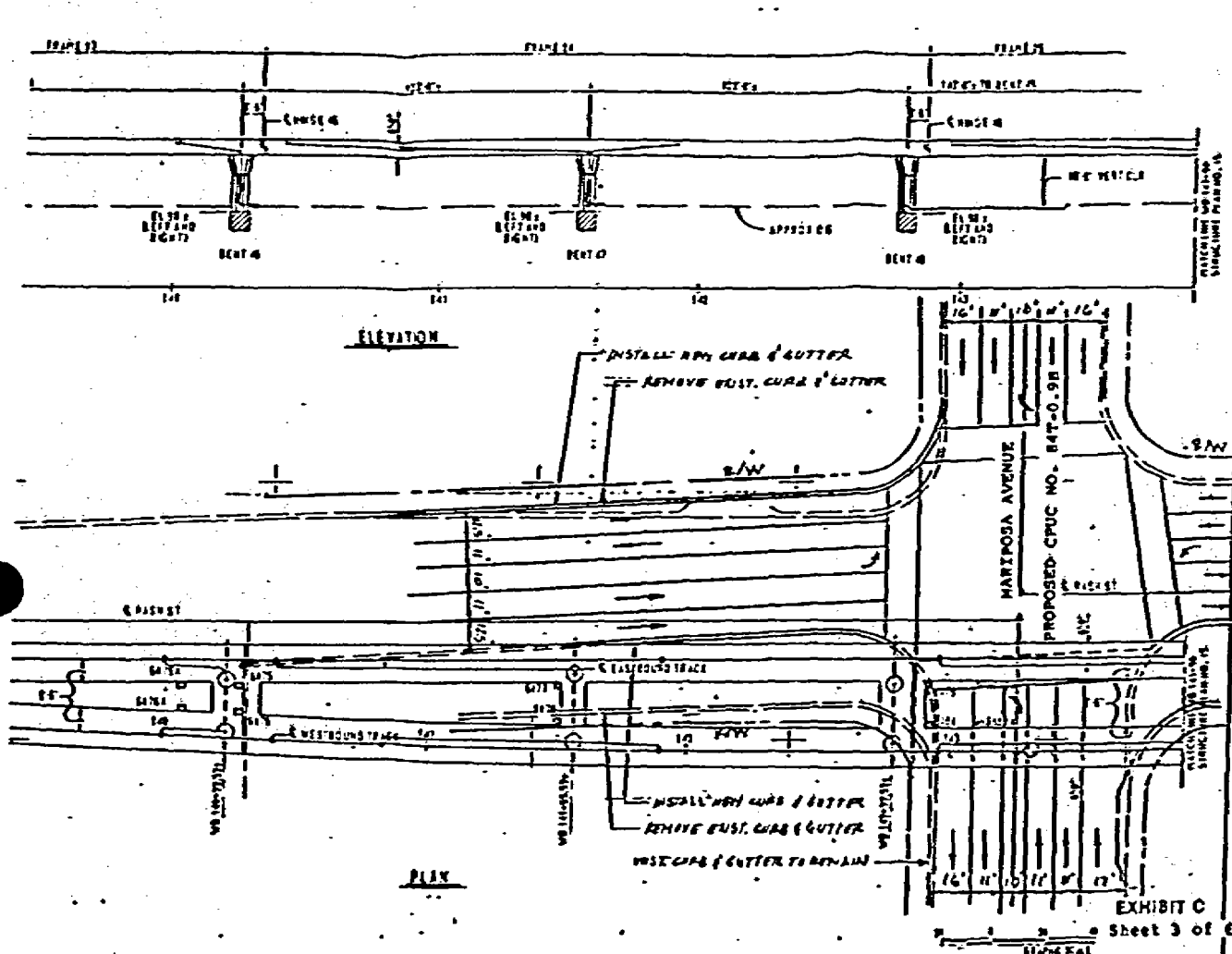
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LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Norwalk - El Segundo Bus Transit Project

**DE** **Herz in Fachbereich**  
**Dr. med. habil. Dr. phil. habil.**  
**Prof. Dr. med. Dr. phil. Dr. h.c.**

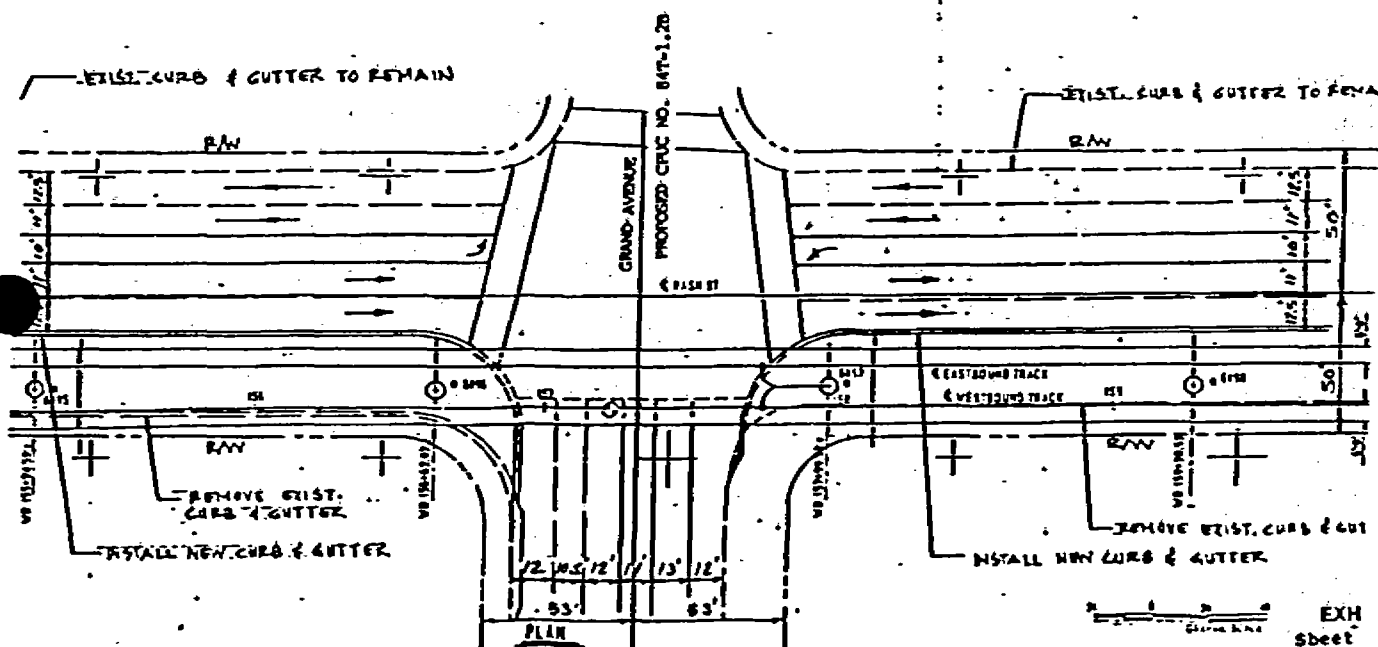
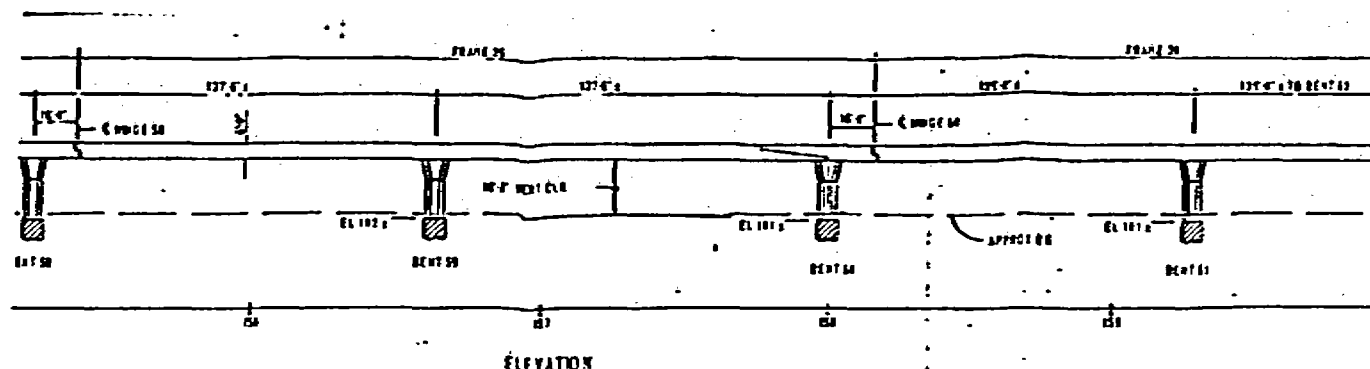
**TRANS-55**

PROPOSED CONSTRUCTION  
RAIL TRANSIT GRACE SEPARATION  
NASH STREET AND MAPLE AVENUE  
PROPOSED CPUC NOS. 84T-0.6B & 84T-0.7B  
EL SEGUNDO, CALIFORNIA



<p>REVISIONS</p> <table border="1"> <tr><td>NO.</td><td>DATE</td><td>DESCRIPTION</td></tr> <tr><td>1</td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td></tr> </table>	NO.	DATE	DESCRIPTION	1			2			3			4			5			<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Harbor - El Segundo Rail Transit Project</p> <p>DESIGNED BY: [Signature] CHECKED BY: [Signature]</p>	<p>PROPOSED CONSTRUCTION RAIL TRANSIT GRADE SEPARATION MARIPOSA AVENUE PROPOSED CPUC NO. 84T+0.98 EL SEGUNDO, CALIFORNIA</p>	<p>PROJECT NO. 84-2665 SHEET NO. 601 DATE: 6-78</p>
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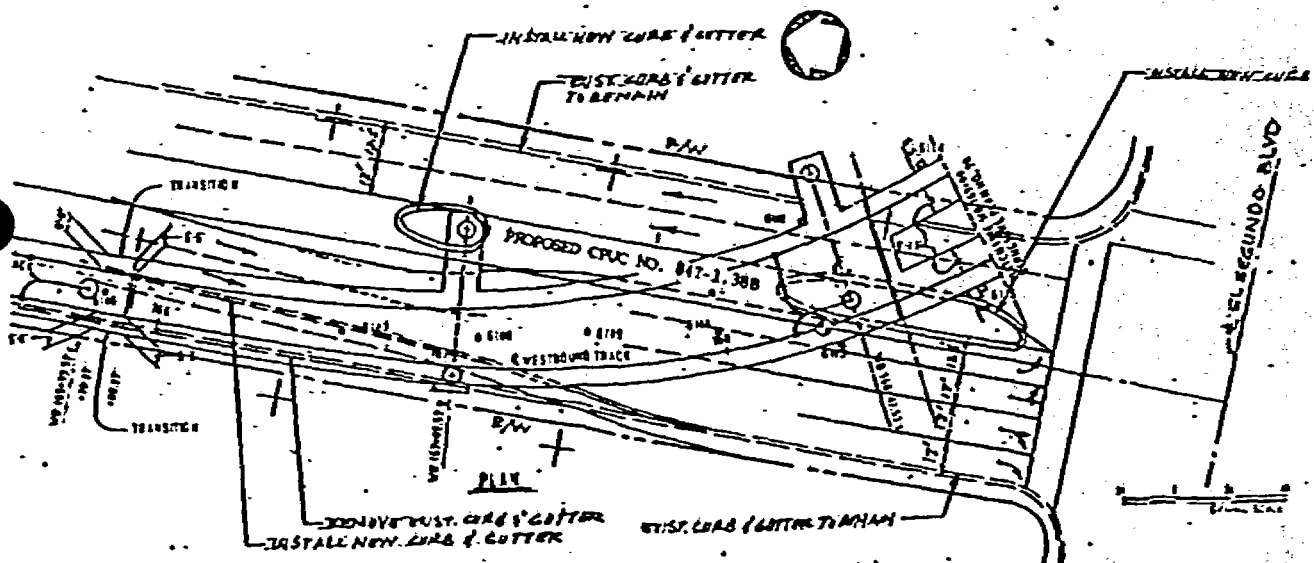
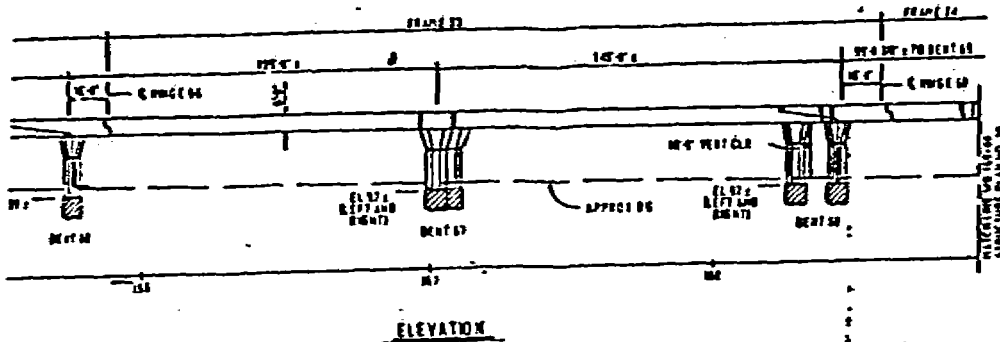
**LOS ANGELES COUNTY TRANSPORTATION COMMISSION**  
San Marino - El Segundo Rail Transit Project

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TRANS-245  
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PROPOSED CONSTRUCTION  
RAIL TRANSIT GRADE SEPARATION  
GRAND AVENUE  
PROPOSED CUC NO. 84T-1.28  
EL SEGUNDO, CALIFORNIA

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Harbor - El Segundo Rail Transit Project  
DESIGNED BY: [Signature]  
DATE: 12/16/11

PROPOSED CONSTRUCTION  
RAIL TRANSIT GRADE SEPARATION  
NASH STREET  
PROPOSED CRUC. NO. 847-1,388  
EL SEGUNDO, CALIFORNIA



PROPOSED CONSTRUCTION  
RAIL TRANSIT GRADE SEPARATION  
EL SEGUNDO BOULEVARD  
PROPOSED CRUC NO. 847-1.48  
EL SEGUNDO, CALIFORNIA