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ORIGINAL

Decision No. 85991

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of)
establishing a list for the fiscal year)
1976-77 of existing and proposed cross-)
ings at grade of city streets, county)
roads or state highways most urgently)
in need of separation, or projects)
effecting the elimination of grade)
crossings by removal or relocation of)
streets or railroad tracks, or existing)
separations in need of alteration or)
reconstruction as contemplated by)
Section 2452 of the Streets and)
Highways Code.)

Case No. 10019
(Filed December 16, 1975)

(Appearances are listed in Appendix A.)

O P I N I O N

By its order dated December 16, 1975, the Commission instituted an investigation for the purpose of establishing the 1976-77 railroad-highway grade separation priority list as required by Section 2452^{1/} of the Streets and Highways Code, which requires that by July 1 of each year the California Public Utilities Commission shall establish a priority list of those railroad grade separation projects, including the elimination of existing or proposed grade crossings, the elimination of grade crossings by removal or relocation of streets or railroad tracks, and the alteration or reconstruction of existing grade separations most urgently in need of separation or alteration. The list, based on criteria established by the Commission, contains projects on city streets, county roads, and

^{1/} Chapter 8 of the Streets and Highways Code was amended and renumbered as Chapter 10, Sections 2450 to 2461, by Statutes 1974, Chapter 545.

State highways which are not freeways as defined in Section 257 of the Streets and Highways Code. The list is furnished to the Department of Transportation and the California Highway Commission and those agencies, pursuant to the provisions of Sections 190 and 2453 of the Streets and Highways Code, allocate \$15,000,000 annually, plus amounts carried over, to those nominations in accordance with their priority on the list.

Funding for projects included on each annual priority list is provided through Section 190, and the basis for allocation and state requirements is contained in Sections 2450-2461 of the Streets and Highways Code. On projects which eliminate an existing crossing, or alter or reconstruct an existing grade separation, an allocation of 80 percent of the estimated cost of the project is made, with the local agency and railroad each contributing 10 percent. On other projects an allocation of 50 percent of the estimated cost of the project is made for a proposed crossing with the remaining 50 percent contributed by the local agency.

Following issuance by the Commission of an Annual Grade Separation Priority List, applications to the Highway Commission for an allocation must be made no later than the first business day after February 14 of each fiscal year. Applications for an allocation require:

- a. All necessary orders of the California Public Utilities Commission authorizing construction of the project.
- b. All necessary fully executed agreements with the affected railroad(s).
- c. Specific evidence that sufficient local funds will be made available as the work progresses.

- d. A certified resolution by the applicant that the awarding of the construction contract can be accomplished within one year after an allocation is made.
- e. All necessary Environmental Impact Reports, together with a certified Notice of Determination and acceptance or approval of the Environmental Impact Report by the lead agency.
- f. Plans of the project, including profiles and typical sections.
- g. The project cost estimate broken down to construction, preliminary and construction engineering work by railroad forces, and right-of-way costs.

Allocations by the Highway Commission are limited to that necessary to make the separation operable and the initial allocation of funds by the Highway Commission will not exceed the applicant's project cost estimate utilized by the Public Utilities Commission in establishing the Annual Separation Priority List.

By Decision No. 84530 dated June 10, 1975, as amended by Decision No. 85016 dated October 15, 1975, in Case No. 9842, the Commission established the 19th priority list of 105 projects for the 1975-76 fiscal year, which will expire on June 30, 1976. A new priority list for the 1976-77 fiscal year is now required.

Public hearings were held in San Francisco and Los Angeles before Examiner Daly and the matter was submitted on April 5, 1976 upon the receipt of late-filed Exhibit 75 and concurrent opening and closing briefs, the latter having been filed on May 14, 1976.

Copies of the Order Instituting Investigation were served upon each city, county, and city and county in which there is a railroad crossing, each railroad corporation involved, the Department of Transportation (Caltrans), the California Highway Commission, the League of California Cities, the County Supervisors Association, and other persons who might have an interest in the proceeding.

In response to the Order Instituting Investigation, various public bodies desiring to nominate crossings or separations on the 1976-77 priority list filed with the Commission the following information:

A. For Existing or Proposed Crossings at Grade
Nominated for Elimination by Proposed Separation
and Grade Crossings Nominated for Elimination by
Removal or Relocation of Streets or Railroad Tracks

1. Identification of crossing, including name of street or road, name of railroad, and crossing number.
2. Twenty-four hour vehicular traffic count, or for proposed crossings, estimated ADT for 1976.
3. Number of train movements for one typical day segregated by type, i.e., passenger, through freight, or switching.
4. Vehicular speed limit and the maximum prevailing train speed.
5. Quantitative statement as to vehicular delay at crossing, in minutes per day.
6. Distance on each side of the crossing to the nearest alternate routes, in feet.
7. A 10-year accident history of the number of vehicle-object and vehicle-vehicle accidents directly attributable to the presence of the grade crossing.
8. Width of the crossing in feet and in number of lanes.

9. Preliminary cost estimate for project with costs separated into right-of-way, engineering, and construction, with a statement as to the certainty and date of the cost estimate.
10. Statement as to need for the proposed improvement and agencies' willingness to pursue the project.
11. Any proposed crossing nominated for separation should be subtyped either:
 - a. A grade crossing is practical and feasible.
 - b. A grade crossing is not practical and feasible.
12. For grade crossing(s) nominated for elimination by removal or relocation of streets or tracks, the estimated cost of eliminating crossing(s) if grade separation facilities on the existing alignment of the street and railroad tracks were constructed.

B. For Grade Separations Proposed for Alteration

1. Identification of crossing, including name of street or road, name of railroad, and crossing number.
2. Twenty-four hour vehicle traffic count.
3. Number of train movements for one typical day segregated by type, i.e., passenger, through freight, or switching.
4. Description of existing and proposed separation structure with principal dimensions.
5. Type of alteration proposed.
6. Preliminary cost estimate of project with costs separated into right-of-way, engineering, and construction, with a statement as to the certainty and date of the cost estimate.
7. A list and relative description of any of the following, if applicable:
 - a. Substandard highway width or height clearances.
 - b. Highway speed reduction due to alignment.
 - c. Railroad slow order due to structure.
 - d. Highway load limit due to structure.

8. A 10-year history of the number of vehicle accidents attributable to the structure.
9. A detailed statement describing acute structural deficiencies, if any, and the probability of structural failure.
10. Statement as to need for the proposed improvement and agencies' willingness to pursue the project.

Upon receipt of the requested information the staff applied a formula adopted in determining the 1975-76 Grade Separation Priority List, subject to certain reevaluations of the criteria, and introduced the results thereof in Exhibit 3. In an effort to standardize the procedure for the 1976-77 list the staff incorporated certain revisions that were suggested by cities, counties, and railroads during the prior year's proceeding.

The criteria which the Commission staff used to evaluate each nomination are similar to that found in the 1975-76 proceeding except that further consideration was given to multiple crossing projects in the areas of accident history and crossing blocking delay. The height and width clearance criteria for alteration of existing separations were also modified, but did not result in significant charges.

For the purposes of determining the 1976-77 Grade Separation Priority List, the staff proposes the following modified criteria:

$$P = \frac{V \times T}{C \times 24} + SCF$$

Where:

- P = Priority Index Number
- V = Average 24-Hour Vehicular Volume
- C = Total costs of separation-project
(In Thousands of Dollars)
- T = Hourly Train Volumes
- SCF = Special Conditions Factor

For Existing or Proposed Crossings Nominated
for Separation or Elimination

$$SCF = G1 + G2 + G3 + G4 + G5 + G6 + G7$$

Where:

Points Possible

G1 = Vehicular Speed Limit	0- 5
G2 = Railroad Prevailing Maximum Speed	0- 5
G3 = Crossing Geometrics	0- 5
G4 = Crossing Blocking Delay	0-10
G5 = Alternate Route Availability	0- 5
G6 = Accident History	0-20
G7 = Irreducibles	<u>0-15</u>
Total Possible	0-65

For Separations Nominated for Alteration
or Reconstruction

$$SCF = S1 + S2 + S3 + S4 + S5 + S6$$

Where:

Points Possible

S1 = Width Clearance	0-10
S2 = Height Clearance	0-10
S3 = Speed Reduction or Slow Order	0- 5
S4 = Load Limit	0- 5
S5 = Accidents at or Near Structure	0-10
S6 = Probability of Failure and Irreducibles	<u>0-10</u>
Total Possible	0-50

Points in each category were assigned according to the following schedule:

Grade Crossings

G1 = Vehicular Speed Limit

<u>MPH</u>	<u>Points</u>
0-30	0
31-35	1
36-40	2
41-45	3
46-50	4
51-55	5

G2 = Railroad Maximum Speed

<u>MPH</u>	<u>Points</u>
0-25	0
26-35	1
36-45	2
46-55	3
56-65	4
66+	5

G3 = Crossing Geometrics

0-5 points based on relative severity of physical conditions.

G4 = Crossing Blocking Delay, Total Minutes per Day

<u>Minutes</u>	<u>Points</u>
0-20	0
21-40	1
41-60	2
61-80	3
81-100	4
101-120	5
121-140	6
141-160	7
161-180	8
181-200	9
201+	10

G5 = Alternate Route Availability

<u>Distance-feet</u>	<u>Points</u>
0-1,000	0
1,001-2,000	1
2,001-3,000	2
3,001-4,000	3
4,001-5,000	4
5,001+	5

G6 = Accident History (10 yrs.)

Each reportable vehicle-train accident

Points = $(1 + 2 \times \text{No. killed} + \text{No. injured}) \times \text{PF} *$

* PF = Protection Factor for:

Std. #9 = 1.0
 Std. #8 = 0.4
 Std. #3 = 0.2
 Std. #1 = 0.1

Note 1. No more than 3 points shall be allowed for each accident prior to modification by the protection factor.

Note 2. Each accident shall be rated separately and modified by a factor appropriate to the protection in existence at the time of the accident.

G7 = Irreducibles

- (a) Secondary accidents.
- (b) Emergency vehicle usage.
- (c) Accident potential.

Separations

S1 = Width Clearance		S2 = Separation Height Clearance	
<u>Width (ft.)</u>	<u>Points</u>	<u>Underpass (ft.)</u>	<u>Points</u>
9' + 12(N)	0	15'+	0
6' but less than 9' + 12(N)	2	14' but less than 15'	4
3' but less than 6' + 12(N)	4	13' but less than 14'	8
0 but less than 3' + 12(N)	6	Less than 13' Overpass (ft.)	10
11(N) but less than 12(N)	8	22-1/2'+	0
Less than 11(N)	10	20' but not less than 22-1/2'	4
		18' but not less than 20'	8
		Less than 18'	10

N = Number of Traffic Lanes

S3 = Speed Reduction or Slow Order

None	0
Moderate	2
Severe	5

S4 = Load Limit

None	0
Moderate	2
Severe	5

S5 = Accidents at or Near Structure (10 yrs.)

<u>Number</u>	<u>Points</u>
0- 10	0
11- 20	1
21- 30	2
31- 40	3
41- 50	4
51- 60	5
61- 70	6
71- 80	7
81- 90	8
91-100	9
101+	10

S6 = Irreducibles

- (a) Probability of Failure.
- (b) Accident Potential.
- (c) Delay Effect.

The staff evaluated projects involving the closure of multiple crossings in the same manner as single crossings with two major exceptions involving the Accident History and Crossing Blocking Delay Factors. For a multiple crossing project, the Accident History points for each crossing were added and the cumulative total reflected in Table 2A for G6 = Accident History.

Crossing Blocking Delay was considered on an individual project basis. For single street crossings of two railroads, the delays at each crossing were simply added; at multiple street crossings of a single railroad, the delay points awarded depended on the street configuration. For the vast majority of these projects, delay points were awarded based on a weighted average taking into account the delay and the number of vehicles at each crossing in the project.

Representatives of nominating agencies appeared in support of their respective projects and in many instances provided information either revising or updating the information originally filed with the nomination. In certain instances, individuals and local officials testified about special conditions that should be considered in relation to specific nominations.

Following the hearing the staff prepared and submitted late-filed Exhibit 75. Based upon the testimony and evidence presented during the course of hearing, as well as additional correspondence and late-filed exhibits, changes were made in the number of points originally awarded to projects as set forth in Exhibit 3 as the result of changes in factual data and further explanation of data that was first submitted with the nominations. Changes were also made where local agencies did not provide sufficient evidence or foundation for the information contained in their original nominations, and in such instances the particular factor or condition in question was dropped from consideration.

Appendix B lists in alphabetical order the projects nominated for the 1976-77 priority list. Included in the table, in addition to information identifying each project, are the vehicular and train volumes, project cost, and the $\frac{V \times T}{C \times 24}$ calculation with each named project.

Appendix C is a list of point values awarded in each Special Conditions Factor category to existing or proposed crossings nominated for separation or elimination.

Appendix D is a list of point values awarded in each Special Conditions Factor category to existing grade separations nominated for alteration or reconstruction.

The basic procedure employed by the staff for processing and evaluating the nominations was as follows:

1. Nominations were received by the Commission and logged in by the Traffic Engineering Section staff.
2. The data required to complete the formulae and the information identifying the crossing(s) were entered on a crossing file input form.

3. Data entered on the form was transferred to data input cards and entered into the computer.
4. The $\frac{V \times T}{C \times 24}$ calculation was performed for each project and SCF points were assigned according to the defined schedules by the computer.
5. Totals for each project in the Special Conditions Factor categories were gathered and the Priority Index Number was calculated.
6. The projects were ranked according to their descending Priority Index Numbers.

During the hearing a number of motions were made. Both the staff and the California Department of Transportation made motions to strike the nominations for eleven projects on the basis of their inability to demonstrate with reasonable certainty that they could meet the requirements of the California Highway Commission for the filing of an application for an allocation of funds by February 14, 1977.

The projects involved and the reasons for striking them are as follows:

<u>Project</u>	<u>Reason</u>
1. City of San Carlos Holly Street Crossing E-23.2	Not prepared to go forward until next year.
2. County of San Bernardino Cherry Avenue Crossing 2-91.7	County not in a position to fund project at this time.
3. City of Riverside Arlington Avenue Crossing 2B-12.4	Will not be able to meet requirements to file with California Highway Commission by February 14, 1977.
4. City of Riverside Monroe Street Crossing 2B-15.3	Will not be able to meet requirements to file with California Highway Commission by February 14, 1977.

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| 5. County of Los Angeles
Route 105 - Relocation
Crossings B31-491.91, et al. | Will not be able to meet
filing requirements of
California Highway Commission. |
| 6. City of El Monte
El Monte Lowering
Crossings B-495.0, et al. | Funds not budgeted. Would
find it difficult to meet
filing requirements of the
California Highway Commission
by February 14, 1977. |
| 7. City of Anaheim
Katella Avenue
Crossing BK-512.4 | Will not be able to obtain
required county funds until
at least March 1978. |
| 8. City of Anaheim
Lincoln Avenue
Crossing BK-508.5 | Will not be able to obtain
required county funds until
at least March 1978. |
| 9. City of Anaheim
State College Boulevard
Crossing 2-170.3 | Will not be able to obtain
required county funds until
at least March 1978. |
| 10. City of Anaheim
Anaheim Towering Project
Crossings 2-168.2, et al. | City stated that this was not
a meaningful nomination at
this time. |
| 11. City of San Bernardino
Rialto Avenue
Crossing 2B-0.7 | Could not provide a valid
estimate of project cost. |

Caltrans argues that to include in the priority list projects which admittedly cannot qualify for current funding, at a location on the list that would potentially delay the construction of projects ready to proceed to contract, defeats the intent of the statute and the proper administration and expenditure of governmental funds. It contends that it is within the authority of the Public Utilities Commission, as part of the criteria, to consider "state of readiness" as an indication or manifestation of "urgency", which is a primary factor in establishing priorities (Section 2452 of the Streets and Highways Code).

It further contends that where, by a preponderance of evidence, it is established that the projects will not be able to qualify for current funding by reason of either a lack of local funding, executed railroad agreement, completed environmental reports, a final order of the Public Utilities Commission, or an inability to go to contract within one year of receipt of an allocation from the California Highway Commission, the Public Utilities Commission could accept this as evidence that the local agency places no urgency on the project, and, therefore, could have a basis to find that the nomination is not "...most urgently in need...".

As an alternative to striking the nominations, Caltrans suggested a change in the formula giving a value of 100 points to "state of readiness". The suggested formula would be $P = \frac{V \times T}{C \times 24} + CSF + SR$. No percentage or fraction of 100 points would be given for partial readiness.

Caltrans claims that by adding the 100 points for the "SR" factor, all nominations would still appear on the priority list and be able to evaluate what their position would have been if they had been in a state of readiness and whether in the next year they should expend funds for planning and make a greater effort to go forward with their project.

In support of its motion to strike these projects the staff relies in part on Section 2460 of the Streets and Highways Code, which states:

"The Commission (California Highway Commission) may make allocations for any project when it determines, at the time of allocation, that sufficient funds are available for all projects which are higher on the priority list and which are, or are reasonably expected to become eligible during the fiscal year."

The staff argues that elimination of projects not reasonably expected to become eligible during the fiscal year would be in conformity with the above stated intent of the law and would have the additional benefit of expediting construction of those projects which are ready to proceed. Presently, projects lower on the list cannot be funded unless waivers are obtained for those projects higher on the priority list, but not ready to proceed, or unless the inability of the public agency to proceed has been demonstrated by its failure to file an application for funds with the California Highway Commission.

The Commission has received proposals from various interested parties relating to the use of "state of readiness" as a factor to be considered in determining the Priority List. A number of local agencies have stressed the difficulty in completing all the necessary requirements for an allocation in the seven months allowed and feel that some recognition of their efforts should be given.

The motion to exclude those projects that will not be able to meet all of the requirements for an allocation of funds by February 14, 1977 will be denied. Those projects will remain on the list with an asterisk by their priority number in Appendix E. The Highway Commission should consider the admissions made during the course of hearing that the projects will not be able to meet all of the requirements for the filing of an application for an allocation of funds by February 14, 1977, as waivers and consider projects lower on the list that are ready to proceed.

The staff should analyze the proposals relating to the use of "state of readiness" as criteria and present its findings to the Commission prior to the commencement of proceedings to determine the 1977-78 Grade Separation Priority List.

Caltrans also made a motion to exclude the city of Chico's nomination of the Dayton Road project, which would close the at-grade crossing at Dayton Road. It argues that the relocation of the roadway would not eliminate any vehicle-train conflicts, but would merely divert the vehicular traffic presently crossing the Southern Pacific Transportation Company's (SP) tracks at Dayton Road to the existing crossings at West Eighth and West Ninth Streets. The motion will be denied, because the record clearly demonstrates that the project will reduce the number of vehicle crossings. The final priority position of this project was determined by considering only those vehicle crossing trips that would be eliminated by the proposed project.

SP argued for exclusion of the Mill Street project in San Bernardino, the Caltrans projects at Highway 111 in Indio and Highway 84 in Yolo County, the 190th Street project of Los Angeles County, the Pomona projects at Roselawn and Dudley, the Simi Valley project, and the Saticoy Street project of the city of Los Angeles. It contends that those projects, which are classified as proposed crossings, should be eliminated unless the nominating agency clearly establishes that construction of a proposed crossing would be practical and feasible and could, therefore, be eliminated by the construction of a grade separation. In addition thereto SP contends that the train counts at the proposed grade crossing site rather than the train counts at the location of the proposed separation should be used in determining the final priority position of proposed crossing projects. It cites the proposed Saticoy Street project in the city of Los Angeles where the train counts of the proposed crossing were taken at the middle of the railroad yard, thereby including numerous switching movements which greatly inflated the count.

Where it is clearly established that the construction of a proposed crossing is not practical or feasible it should be excluded from the list. The record demonstrates by the admissions of the sponsoring witnesses that construction of grade crossings at the proposed sites of the Pomona Roselawn and Dudley projects, the Madera project of Simi Valley, the 190th Street project of Los Angeles County, and the Lincoln Avenue project in Corona are not practical or feasible.

We agree with SP that where the record indicates that the proposed grade crossing site is different from the proposed separation location, the train counts and resultant crossing blocking delay at the proposed grade crossing site should be used for the purpose of determining priority positions.

The staff in considering the Richards Boulevard grade separation alteration project in the city of Davis reduced the Priority Index Number from 215 for the 1975-76 list to 21 for the 1976-77 list. The lower number results from the fact that the staff eliminated all vehicle counts from consideration. The proposed alteration would separate bicycle and pedestrian use from the existing 24-foot wide tunnel by construction of an immediately adjacent tube for use by pedestrians and bicyclists. The staff revised its consideration of the project because it claims that the proposed alteration is primarily for the benefit of pedestrians and bicyclists. The city of Davis argues that the alteration will facilitate vehicular use of the existing tunnel by eliminating the frequent conflicts between vehicles and slow-moving bicyclists and pedestrians.

The project is unique and produces an exaggerated result when the vehicular count is considered, but there can be no doubt that it would provide a benefit to vehicular traffic. Upon reliance of prior ratings the city of Davis has in the past several months incurred

approximately \$14,000 in engineering consulting fees, it has prepared a final Environmental Impact Report, devoted considerable time to the completion of construction drawings, and has negotiated with SP. Because of the uniqueness of the project, its relatively low estimated cost (\$230,000), and the efforts made by the city of Davis upon reliance of prior ratings, the vehicle traffic will be considered as it has been in prior years.

Caltrans moved to reclassify the Durham Road Overpass in the city of Fremont as a proposed crossing. The original proposal called for the closure of the Prune Avenue crossing and during the course of the hearing the city revised the project to close the grade crossing at Warm Springs Boulevard, which is located one mile from the proposed overpass location. As a result of the revision the intervening crossing at Prune Avenue was to remain open. At the suggestion of the Examiner, the city again revised the project by proposing the closure of both the Warm Springs Boulevard and Prune Avenue grade crossings to be replaced by grade separations at Durham Road and Grimmer Boulevard. The revision was approved by Resolution No. 3864, which the City Council of Fremont adopted unanimously on April 27, 1976. The motion to reclassify will be denied.

Caltrans made certain procedural recommendations relating to "state of readiness", determination of alternative route crossings, and potential increases or decreases of vehicular or train traffic at an existing crossing.

Caltrans suggests that at the time the nominees file their written nominations with the Public Utilities Commission, they be required to state whether they will be able to comply with the requirements of Section 2456 of the Streets and Highways Code by February 14 of the fiscal year involved. The recommendation will be accepted.

Caltrans also recommends that when the nearest crossing to the crossing that is being closed does not offer a reasonable and practical alternative route of travel to the opposite side of the tracks for the traffic at the proposed closing, then a substitute distance should be utilized that measures the distance to the nearest practical alternative route crossing. If no reasonable or practical alternative route crossing exists, a total of five points should be given in Category "G-5".

The staff's method of determining alternate routes is based on the distance along the tracks to the nearest adjacent crossing. Based upon prior proceedings it can be readily determined that circuitous routes are more the rule than the exception. Determination of a reasonable alternative circuitous route is speculative at best, because the factual determination of a possible alternate route would depend upon factors that would vary according to time. The staff's method is reasonable. In unusual situations warranting special consideration, provision can be made in the use of the Irreducible Factor (G7).

Caltrans and several other appearances recommended that in establishing vehicular and train counts, consideration should be given to the possible increase or decrease of future vehicular or train traffic that may result from anticipated development changes within the immediate project area. This also would be highly speculative. The present method of using actual counts will be continued. Where the record clearly establishes a possible change because of new construction or a change of activities within the area, it also will be reflected in the Irreducible Factor (G7).

It is noted that in most cases an agency's nomination is supported by one witness. The average showing takes approximately 15 minutes. In certain instances an agency will introduce the testimony of four or five witnesses in support of its nomination or nominations and thereby use an hour or more to make its showing. Usually only one witness is familiar with the detailed information relating to the nomination and the other witnesses are used for the purpose of expressing the urgency of the project, i.e., representatives from the local police and fire departments, members of the city council, members of local Chambers of Commerce, and occasionally local residents. Seldom are these witnesses cross-examined.

Because of the large number of nominations that must be heard in the limited time provided, it will be necessary in future proceedings to allow each agency only one witness to support its nomination or nominations. All information relating to urgency will be filed with the Commission in affidavit form either prior to or at the time of hearing.

Findings

1. The Commission adopts the staff's formula as set forth herein as well as the criteria set forth in Appendices B, C, and D attached hereto for use in establishing the 1976-77 Priority List.

2. The motion to exclude those projects that will not be able to meet all of the requirements for an allocation of funds by February 14, 1977 should be denied. Such projects will be included on the list with an asterisk by their priority number in Appendix E, and the Highway Commission should consider the admissions made during the course of hearing that the projects will not be able to meet all of the requirements for an allocation of funds by February 14, 1977 as waivers and should consider for allocation purposes projects lower on the list that are ready to proceed.

3. The staff should consider the proposals relating to the use of "state of readiness" as criteria and present its findings to the Commission prior to the commencement of proceedings to determine the 1977-78 Grade Separation Priority List.

4. Where the record clearly demonstrates that construction of a proposed crossing is not practical or feasible, the project should be excluded from the list. The record so demonstrates in the case of the city of Pomona projects (Roselawn and Dudley), the Madera project of Simi Valley, the 190th Street Project of Los Angeles County, and the Lincoln Avenue project in Corona.

5. Where the record indicates that the proposed grade crossing site is different from the proposed separation location, the train counts and resultant crossing blocking delay at the proposed grade crossing site should be used for the purpose of determining priority positions.

6. Because of the uniqueness of the Richards Boulevard grade separation alteration in the city of Davis, its relatively low estimated cost (\$230,000), and the efforts made by the city of Davis upon reliance of prior ratings, the vehicular traffic will be considered in determining its priority number.

7. The nomination made by the city of Fremont will be considered as a revised project encompassing the closure of both the Warm Springs Boulevard and Prune Avenue grade crossings that will be replaced by grade separations at Durham Road and Grimmer Boulevard.

8. At the time the nominees file their written nominations with the Public Utilities Commission they shall also state whether they will be able to comply with the requirements of Section 2456 of the Streets and Highways Code by February 14 of the fiscal year involved.

9. The present method for determining alternative route distance based on the distance along the tracks to the nearest adjacent crossing shall remain in effect, but in unusual situations warranting special consideration provision shall be made by use of the Irreducible Factor (G7).

10. The present method for determining vehicular and train traffic based upon actual count shall remain in effect, but where the record clearly establishes a possible change because of new construction or a change of activities within the area of the project it shall be reflected in the Irreducible Factor (G7).

11. Because of the large number of nominations that must be heard and because of the limitation of time, each agency will be permitted only one witness in support of its nomination or nominations in future proceedings. The witness should be able to answer all questions relating to the nomination or nominations. All information relating to the urgency of the project shall be filed with the nomination in affidavit form either prior to or at the time of hearing.

12. The criteria or rules of the Commission established for use in determining the 1976-77 priority list are subject to modification, and the Commission invites the participation of interested parties to offer their recommendations.

13. The list set out in Appendix E will be established as the 1976-77 grade separation priority list established in accordance with Section 2452 of the Streets and Highways Code.

14. With regard to projects having the same priority index number, consideration shall first be given to projects which separate or eliminate existing grade crossings, then to projects for the alteration or reconstruction of grade separations, and finally to projects for the construction of new grade separations. Within each of these categories, first consideration shall be given to the lowest cost project in order that the maximum number of projects may be accomplished with the available funds.

As the statute requires our order by July 1 the effective date of the order will be the date of signing.


O R D E R

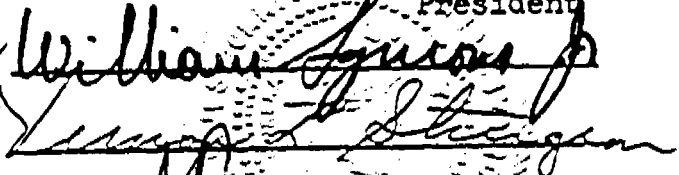
IT IS ORDERED that:


1. The list of projects appearing in Appendix E is established, as required by Section 2452 of the Streets and Highways Code, as the 1976-77 list, in order of priority, of projects which the Commission determines to be most urgently in need of separation or alteration.
2. The Executive Director shall furnish a full, true, and correct copy of this opinion and order to the Department of Transportation.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 22nd
day of JUNE, 1976.



President


Commissioners


Commissioners

APPENDIX A
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LIST OF APPEARANCES

Interested Parties: Weston E. Follett, for City of Oakland; Lawrence J. Reagan, for Contra Costa County; Robert G. Bezzant, for City of San Mateo; Arnold Joens, for City of Salinas; George E. Cook, for City of San Carlos; Harold S. Lentz, Attorney at Law, for Southern Pacific Transportation Company and affiliated companies; Melvin R. Dykman, Attorney at Law, for State of California - Department of Transportation and California Highway Commission; DeLeuw, Cather & Company, by Robert M. Barton, for City of San Bernardino; Roland L. Brust, for City of Rohnert Park; John C. Miller, for The Western Pacific Railroad Company; Claude J. Maben, Mayor, for City of Dunsmuir; David Pelz, for City of Davis; George S. Nolte & Associates, by Ralph Van Heerden, for City of Stockton; Ronald Lee Peterson, for Fresno County; Alfred A. Affinito, City Attorney, for City of Pittsburg; James L. Cesmat, for Standard Oil of California; John W. Neely, Mark Lynch, and Jean Ridone, for City of Richmond; Helen Tirsell, Mayor, and William Parness, for City of Livermore; Thomas M. Blalock, Jan Stilwell, and James W. Lopez, for City of Fremont; Andrew Biggs, for Fremont Chamber of Commerce; Charles W. Gebhardt, Donald F. Becker, L. E. Riordan, Philip H. Long, and Lyle L. Lopus, for City of San Leandro; A. J. Savitz, for City of Chico; Harold McDonald, for County of Butte; Harold Kroeger, for City of Oroville; George Bagdon and Robert M. Davidson, for City of Burlingame; William D. Gardner, for City of Riverside; C. J. Kim, for Euclid Avenue Grade Separation; John J. Mc Bride, for L.A. County Road Department; L. Dale King, for Ontario, Grove Avenue-Union Pacific; Juan Mijares, for City of Barstow; George K. Parmenter, for County of San Bernardino; Ora Lampman, for City of Burbank; Eldon K. Lee, for City of Indio; Burt Pines, City Attorney, by Leonard L. Snaider, for City of Los Angeles; Leslie E. Corkill, for Department of Public Utilities & Transportation, City of Los Angeles; Dwight F. French, for City of San Gabriel; G. Brent Muchow, for City of Irvine; John K. Riess, Attorney at Law, for City of San Diego; W. R. Bradley, for City of San Marcos; Gerald P. Taylor, for City of Oceanside; Ted W. Shettler, for City of El Monte; E. G. Gilmer,

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for The Atchison, Topeka & Santa Fe Railway Company; Edward R. James, for City of Pomona; Robert J. Warner, for City of Simi Valley; Daniel B. Pavao, for County of Imperial; Harold Callahan, for County of Santa Barbara Department of Transportation; Arthur E. Goulet, for City of Loma Linda; Glen E. Daniels, for City of Santa Fe Springs; Mayor W. R. Holcomb, for City of San Bernardino; and William L. Owen, Attorney at Law, for City of Davis.

Commission Staff: Robert W. Stich.

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Alphabetical List of Projects by Nominating Agency

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Type Proj</u>	<u>Veh Volume</u>	<u>Train Volume</u>	<u>Project Cost</u>	<u>V x T C x 24</u>
Anaheim	Katella Ave	1	BK	512.4			1	29600	44	6370000	9
Anaheim	St College Bd	2		170.3			1	24500	14	4600000	3
Anaheim	Lincoln Ave	1	BK	508.5			1	23900	84	5750000	15
Anaheim	Anaheim Lwr	2		166.2			1	108321	19	20700000	4
Barstow	First St	2		746.5	A		4	9925	70	7375000	4
Burlingame	Broadway	1	E	15.2			1	26300	66	4360000	17
Butte County	Baggett-Mrys	4		202.7			3	1532	24	390000	4
Caltrans	112-San Lndo	1	L	14.9			1	21500	103	5050000	18
Caltrans	237-Mt View	1	E	37.1	A		4	23000	54	2160000	24
Caltrans	17-Standard	2		1190.2			1	34000	93	6240000	21
Caltrans	68-Salinas	1	E	119.29			1	12500	50	2125000	12
Caltrans	138-San Brndo	2		60.9			1	3550	38	2405000	2
Caltrans	70-Marysville	1	C	141.7	B		4	12500	50	5337000	5
Caltrans	84-Yolo Conty	1	A	87.5		*	2A	9700	52	1898000	11
Caltrans	79 Beaumont	1	B	562.4			1	6300	46	1196000	10
Caltrans	41-Fresno	1	B	205.9			1	17500	36	5837000	4
Caltrans	180-Fresno	2		997.8			1	18250	30	4451000	5
Caltrans	111-Indio	1	B	611.45		*	2A	7800	38	2723000	5
Caltrans	83-Ontario	1	B	520.1			1	16700	52	6293000	6

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Alphabetical List of Projects by Nominating Agency

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Type Proj</u>	<u>Veh Volume</u>	<u>Train Volume</u>	<u>Project Cost</u>	<u>V x T C x 24</u>
Chico	Dayton Rd	1	C	183.8			3	1292	30	636000	3
Compton	Rosecrans Ave	1	EG	493.3			1	33100	10	5097000	3
Contra Costa County	Waterfront Rd	1	B	36.9	A		4	3000	24	1151000	3
Contra Costa County	Somersville	1	B	52.10			1	10642	28	1733000	7
Corona	Lincoln Ave	2	B	25.2		*	2B	10000	30	2299000	5
Davis	Richards Blvd	1	A	75.4	B		4	17000	53	230000	163
Dunsmuir	Sherrer-Butfy	1	C	321.7			1	1527	40	451000	6
El Monte	El Monte Lwr	1	B	495.0			1	41105	53	9810000	9
Fremont	Durham Rd	1	DA	34.7			1	16488	41	4670000	6
Fresno County	Chestnut Ave	1	B	210.3			1	6416	26	2941000	2
Hayward	A St	4		20.2			1	21400	18	4510000	4
Hayward	A St	1	D	20.0			1	28200	34	7191000	6
Imperial County	Quick Rd	1	B	728.3	B		4	200	29	134000	2
Irvine	Irvine Lwr	2		180.5			1	27360	12	11925000	1
Livermore	East First St	1	D	47.2			1	13600	16	1875000	5
Loma Linda	Mountain View	1	B	543.4			1	6061	65	1370000	12
Los Angeles County	190th-Torrce	2	H	19.1		*	2B	23128	14	2483000	5
Los Angeles County	Rt 105 Rlc	1	BEL	491.91			3	133101	4	18000000	1

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Alphabetical List of Projects by Nominating Agency

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Type Proj</u>	<u>Veh Volume</u>	<u>Train Volume</u>	<u>Project Cost</u>	<u>V x T C x 24</u>
Los Angeles County	Greenwood-Mtb	2		149.5			1	12218	45	2850000	8
Los Angeles County	Eastern-Comm	2		147.3			1	15544	43	2000000	14
Los Angeles County	Hollywood Wy	1	B	469.4			1	26446	8	5098000	2
Los Angeles County	Grand-Industy	1	B	508.5		*	2A	9000	37	3319000	4
Los Angeles County	Florence-Hupk	1	BG	488.3			1	26669	14	4566000	3
Los Angeles County	Florence-SFSP	2		154.87		*	2A	20000	41	1964000	17
Los Angeles County	Alondra-LA MR	2		159.6			1	15121	64	6000000	7
Los Angeles	Saticoy St	1	E	455.6		*	2A	23000	30	3333000	9
Norwalk	Imperial Hwy	1	BK	498.0			1	26600	6	2650000	3
Oakland	Adeline St	1	D	5.9			1	10400	83	4227000	9
Oceanside	Cassidy St	2		228.0			1	5118	12	2784000	1
Oceanside	Oceanside Lwr	2		226.1			1	19891	30	7704000	3
Oceanside	Hill St	2	E	0.3			1	23400	2	3000000	1
Ontario	Grove Ave	3		39.0			1	17600	20	2620000	6
Orange County	Ridge Route	2		187.6		*	2A	5000	16	500000	7
Oroville	Huntoon St	4		204.8	B		4	2691	14	415000	4
Oroville	Bridge St	4		205.3	A		4	6429	18	823000	6
Pittsburg	Pittsburg Rml	8	N	1.85			3	20709	4	272000	13

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Alphabetical List of Projects by Nominating Agency

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Type Proj</u>	<u>Veh Volume</u>	<u>Train Volume</u>	<u>Project Cost</u>	<u>V x T C x 24</u>
Pittsburg	Railroad Ave	2		1155.7			1	33981	29	6818000	6
Pomona	Roselawn Ave	1	B	511.8		*	2B	12000	49	1600000	15
Pomona	Dudley St	1	B	513.0		*	2B	6000	66	6400000	3
Redding	South St	1	C	258.0			1	8850	31	4444000	3
Richmond	23rd St	1	A	14.5			1	17500	32	6205000	4
Riverside	Monroe St	2	B	15.3	B		4	1200	31	675000	2
Riverside	Arlington Ave	2	B	12.4			1	23290	31	3750000	8
Rohnert Park	Rohnert Park	5		47.4			1	6454	10	1738000	2
Salinas	Market-Front	1	E	118.45			1	27135	60	4960000	14
Santa Barbara County	Hollister Ave	1	E	365.7	B		4	15079	17	1600000	7
Santa Fe Springs	Telegraph Rd	2		154.6			1	25100	52	2369000	23
Santa Fe Springs	Santa Fe Spr	2		154.1			1	4153	46	2479000	3
Santa Fe Springs	Carmanita Rd	2		157.3			1	16252	48	2894000	11
Santa Fe Springs	Tlgh-Sta Fe	2		154.6			1	30535	49	4848000	13
San Bernardino County	Bear Valley	2		41.6			1	8300	50	1500000	12
San Bernardino County	Cherry Ave	2		91.7			1	7200	51	3600000	4
San Bernardino	Mill St	2	B	1.1		*	2A	9600	46	4571000	4
San Bernardino	Rialto Ave	2	B	0.7			1	15700	17	2000000	6

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Alphabetical List of Projects by Nominating Agency

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Type Proj</u>	<u>Veh Volume</u>	<u>Train Volume</u>	<u>Project Cost</u>	<u>V x T C x 24</u>
San Carlos	Holly St	1	E	23.2			1	19500	64	5337000	10
San Diego	Imperial Ave	36	D	3.1	B		4	8500	2	1073000	1
San Diego	Smythe Ave	36		13.8			1	3900	4	1749000	0
San Diego	Harbor Drive	2		268.9	A		4	12300	31	1980000	8
San Gabriel	San Gabrl Lwr	1	B	490.2			1	64675	42	12563000	9
San Marcos	Twin Oaks Vly	2	E	16.5			1	14500	12	2055000	4
San Mateo	Laurie Meadow	1	E	21.1		*	2A	4565	64	3475000	4
Simi Valley	Madera Rd	1	E	432.0		*	2B	17000	20	1801000	8
Stockton	Miner Ave	1	D	91.2	B		4	14628	62	3886000	10
Torrance	Del Amo Bd	2	H	19.5		*	2A	20000	36	2695000	11
Torrance	Torrance Rlc	1	BEG	500.73			3	82609	4	1480000	9
Torrance	Crenshaw Bd	2	H	20.9			1	47453	35	1475000	47

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Special Conditions Factors for Grade Crossings
Nominated for Separation or Elimination

Agency	Crossing Name	RR	BR	Mile Post	Suf	Prop	Veh Spd Limit G1	Train Speed G2	Xing Geom G3	Veh Delay G4	Alt Rte G5	Acc Hist G6	Irr G7	Total SCF
Anaheim	Katella Ave	1	BK	512.4			1	0	2	8	2	0	8	21
Anaheim	St College Bd	2		170.3			2	3	2	1	2	6	3	19
Anaheim	Lincoln Ave	1	BK	508.5			1	0	2	10	0	1	6	20
Anaheim	Anaheim Lwr	2		166.2			1	3	2	4	2	11	6	29
Burlingame	Broadway	1	E	15.2			0	5	2	5	3	2	9	26
Butte County	Baggett-Mrys	4		202.7			0	2	4	7	5	1	5	24
Caltrans	112-San Lndo	1	L	14.9			1	0	2	10	2	5	11	31
Caltrans	17-Standard	2		1190.2			2	0	2	6	0	16	12	38
Caltrans	68-Salinas	1	E	119.29			1	0	3	7	1	4	6	22
Caltrans	138-San Brndo	2		60.9			5	1	4	4	5	9	6	34
Caltrans	84-Yolo Conty	1	A	87.5		*	3	1	0	5	3	0	2	14
Caltrans	79-Beaumont	1	B	562.4			1	3	2	5	1	3	8	23
Caltrans	41-Fresno	1	B	205.9			0	2	3	3	0	0	6	14
Caltrans	180-Fresno	2		997.8			0	0	2	5	1	8	7	23
Caltrans	111-Indio	1	B	611.45		*	4	1	0	4	2	0	6	17
Caltrans	83-Ontario	1	B	520.1			0	4	2	5	1	3	5	20
Chico	Dayton Rd	1	C	183.8			1	0	4	9	0	0	5	19
Compton	Rosecrans Ave	1	BK	493.3			0	0	2	1	0	2	8	13

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Special Conditions Factors for Grade Crossings
Nominated for Separation or Elimination

Agency	Crossing Name	RR	BR	Mile Post	Suf	Prop	Veh Spd Limit G1	Train Speed G2	Xing Geom G3	Veh Delay G4	Alt Rte G5	Acc Hist G6	Irr G7	Total SCF
Contra Costa County	Somersville	1	B	52.10			5	4	2	3	2	3	4	23
Corona	Lincoln Ave	2	B	25.2		*	2	1	0	0	2	0	2	7
Dunsmuir	Sherrer-Butfy	1	C	321.7			0	0	5	9	5	1	10	30
El Monte	El Monte Lwr	1	B	495.0			1	4	3	5	1	20	11	45
Fremont	Durham Rd	1	DA	34.7			3	2	4	5	5	6	11	36
Fresno County	Chestnut Ave	1	B	210.3			2	5	3	4	1	3	8	26
Hayward	A St	4		20.2			0	4	5	0	1	2	8	20
Hayward	A St	1	D	20.0			0	1	3	2	3	11	11	31
Irvine	Irvine Lwr	2		180.5			5	5	3	1	2	4	8	28
Livermore	East First St	1	D	47.2			0	2	3	1	2	2	6	16
Loma Linda	Mountain View	1	B	543.4			2	4	3	10	3	1	8	31
Los Angeles County	190th-Torrce	2	H	19.1		*	1	1	0	1	0	0	5	8
Los Angeles County	Rt 105 Rlc	1	BEL	491.91			0	0	2	0	0	17	5	24
Los Angeles County	Greenwood-Mtb	2		149.5			1	4	3	5	3	3	7	26
Los Angeles County	Eastern-Comm	2		147.3			1	4	2	3	3	1	7	21
Los Angeles County	Hollywood Wy	1	B	469.4			1	4	3	1	3	3	9	24
Los Angeles County	Grand-Industry	1	B	508.5		*	3	4	0	4	2	0	3	16
Los Angeles County	Florence-Hupk	1	EG	488.3			1	0	3	0	2	4	6	16

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Special Conditions Factors for Grade Crossings
Nominated for Separation or Elimination

Agency	Crossing Name	RR	BR	Mile Post	Suf	Prop	Veh Spd Limit G1	Train Speed G2	Xing Geom G3	Veh Delay G4	Alt Rte G5	Acc Hist G6	Irr G7	Total SCF
Los Angeles County	Florence-SFSP	2		154.87		*	1	4	0	5	1	0	4	15
Los Angeles County	Alondra-La Mr	2		159.6			4	5	2	6	5	1	9	32
Los Angeles	Saticoy St	1	E	455.6		*	2	4	0	3	2	0	5	16
Norwalk	Imperial Hyw	1	BK	498.0			2	1	3	1	2	1	6	16
Oakland	Adeline St	1	D	5.9			0	0	3	10	4	5	9	31
Oceanside	Cassidy St	2		228.0			0	1	2	1	3	0	4	11
Oceanside	Oceanside Lwr	2		226.1			0	1	3	4	2	7	6	23
Oceanside	Hill St	2	E	0.3			1	0	3	0	1	2	3	10
Ontario	Grove Ave	3		39.0			5	4	3	0	2	0	4	18
Orange County	Ridge Route	2		187.6		*	0	5	0	1	3	0	5	14
Pittsburg	Pittsburg Rml	8	N	1.85			0	0	2	0	5	1	4	12
Pittsburg	Railroad Ave	2		1155.7			0	0	4	6	2	5	10	27
Pomona	Roselawn Ave	1	B	511.8		*	2	4	0	4	1	0	3	14
Pomona	Dudley St	1	B	513.0		*	2	4	0	6	2	0	3	17
Redding	South St	1	C	258.0			0	2	3	3	2	3	7	20
Richmond	23rd St	1	A	14.5			0	3	4	3	1	4	8	23
Riverside	Arlington Ave	2	B	12.4			1	2	5	6	2	5	8	29
Rohnert Park	Rohnert Park	5		47.4			1	2	1	1	2	0	4	11

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Special Conditions Factors for Grade Crossings
Nominated for Separation or Elimination

Agency	Crossing Name	RR	BR	Mile Post	Suf	Prop	Veh Spd Limit G1	Train Speed G2	Xing Geom G3	Veh Delay G4	Alt Rte G5	Aco Hist G6	Irr G7	Total SCF
Salinas	Market-Front	1	E	118.45			0	0	3	1	1	20	12	37
Santa Fe Springs	Telegraph Rd	2		154.6			3	4	2	4	2	6	7	28
Santa Fe Springs	Santa Fe Spr	2		154.1			2	4	5	4	2	4	8	29
Santa Fe Springs	Carmenita Rd	2		157.3			3	4	2	4	3	7	6	29
Santa Fe Springs	Tlgh-Sta Fe	2		154.6			3	4	4	4	2	10	10	37
San Bernardino County	Bear Valley	2		41.6			5	3	2	5	5	5	6	31
San Bernardino County	Cherry Ave	2		91.7			4	5	2	6	5	3	6	31
San Bernardino	Mill St	2	B	1.1		*	1	2	0	6	3	0	6	18
San Bernardino	Rialto Ave	2	B	0.7			1	0	2	5	1	2	5	16
San Carlos	Holly St	1	E	23.2			0	5	2	3	4	6	10	30
San Diego	Smythe Ave	36		13.8			0	1	4	0	1	0	4	10
San Gabriel	San Gabrl Lwr	1	B	490.2			0	1	4	5	2	4	11	27
San Marcos	Twin Oaks Vly	2	E	16.5			5	0	3	1	1	0	6	16
San Mateo	Laurie Meadow	1	E	21.1		*	1	5	0	4	3	0	4	17
Simi Valley	Madera Rd	1	E	432.0		*	5	4	0	0	5	0	4	18
Torrance	Del Amo Bd	2	H	19.5		*	3	0	0	7	3	0	4	17
Torrance	Torrance Rlc	1	BBG	500.73			0	0	2	0	0	4	3	9
Torrance	Grenshaw Bd	2	H	20.9			3	0	2	2	4	4	8	23

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APPENDIX D

Special Conditions Factors for Separations
Nominated for Alteration or Reconstruction

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>Width Clear S1</u>	<u>Height Clear S2</u>	<u>Speed Reduc S3</u>	<u>Load Limit S4</u>	<u>Acc Struc S5</u>	<u>Irr S6</u>	<u>Total SCF</u>
Barstow	First St	2		746.5	A		6	0	2	5	10	5	28
Caltrans	237-Mt View	1	E	37.1	A		0	0	5	0	3	5	13
Caltrans	70-Marysville	1	C	141.7	B		4	4	5	0	2	8	23
Contra Costa County	Waterfront Rd	1	B	36.9	A		10	0	5	5	3	9	32
Davis	Richards Blvd	1	A	75.4	B		4	8	2	0	2	2	18
Imperial County	Quick Rd	1	B	728.3	B		8	10	5	0	10	9	42
Oroville	Huntoon St	4		204.8	B		6	8	2	0	10	9	36
Oroville	Bridge St	4		205.3	A		6	4	5	0	1	6	22
Riverside	Monroe St	2	B	15.3	B		10	10	2	0	0	5	27
Santa Barbara County	Hollister Ave	1	E	365.7	B		0	0	2	0	10	8	20
San Diego	Imperial Ave	36	D	3.1	B		10	4	0	0	3	9	26
San Diego	Harbor Drive	2		268.9	A		6	0	0	0	1	9	16
Stockton	Miner Ave	1	D	91.2	B		10	8	2	0	10	9	39

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Projects Nominated By Priority Index Number

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>V x T C x 24</u>	<u>SCF</u>	<u>Priority Index Number</u>	<u>Priority Number</u>
Davis	Richards Blvd	1	A	75.4	B		163	18	181	1
Torrance	Crenshaw Bd	2	H	20.9			47	23	70	2
Caltrans	17-Standard	2		1190.2			21	38	59	3
El Monte	El Monte Lwr	1	B	495.0			9	45	54	4 *
Santa Fe Springs	Telegraph Rd	2		154.6			23	28	51	5
Salinas	Market-Front	1	E	118.45			14	37	51	6
Santa Fe Springs	Tlgh-Sta Fe	2		154.6			13	37	50	7
Caltrans	112-San Lndo	1	L	14.9			18	31	49	8
Stockton	Miner Ave	1	D	91.2	B		10	39	49	9
Imperial County	Quick Rd	1	B	728.3	B		2	42	44	10
Loma Linda	Mountain View	1	B	543.4			12	31	43	11
San Bernardino County	Bear Valley	2		41.6			12	31	43	12
Burlingame	Broadway	1	E	15.2			17	26	43	13
Fremont	Durham Rd	1	DA	34.7			6	36	42	14
Santa Fe Springs	Carmenita Rd	2		157.3			11	29	40	15
Oakland	Adeline St	1	D	5.9			9	31	40	16
San Carlos	Holly St	1	E	23.2			10	30	40	17 *
Oroville	Huntoon St	4		204.8	B		4	36	40	18

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<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>V x T C x 24</u>	<u>SCP</u>	<u>Priority Index Number</u>	<u>Priority Number</u>
Los Angeles County	Alondra-La Mr	2		159.6			7	32	39	19
Riverside	Arlington Ave	2	B	12.4			8	29	37	20 *
Hayward	A St	1	D	20.0			6	31	37	21
Caltrans	237-Mt View	1	E	37.1	A		24	13	37	22
Dunsmuir	Sherrer-Butfy	1	C	321.7			6	30	36	23
Caltrans	138-San Brndo	2		60.9			2	34	36	24
San Gabriel	San Gabrl Lwr	1	B	490.2			9	27	36	25
Los Angeles County	Eastern-Comm	2		147.3			14	21	35	26
Contra Costa County	Waterfront Rd	1	B	36.9	A		3	32	35	27
Anaheim	Lincoln Ave	1	BK	508.5			15	20	35	28 *
San Bernardino County	Cherry Ave	2		91.7			4	31	35	29 *
Caltrans	68-Salinas	1	E	119.29			12	22	34	30
Los Angeles County	Greenwood-Mtb	2		149.5			8	26	34	31
Caltrans	79-Beaumont	1	B	562.4			10	23	33	32
Pittsburg	Railroad Ave	2		1155.7			6	27	33	33
Anaheim	Anaheim Lwr	2		166.2			4	29	33	34 *
Santa Fe Springs	Santa Fe Spr	2		154.1			3	29	32	35
Barstow	First St	2		746.5	A		4	28	32	36

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Projects Nominated By Priority Index Number

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>V x T C x 24</u>	<u>SCF</u>	<u>Priority Index Number</u>	<u>Priority Number</u>
Los Angeles County	Florence-SFSP	2		154.87		*	17	15	32	37
Contra Costa County	Somersville	1	B	52.10			7	23	30	38
Anaheim	Katella Ave	1	BK	512.4			9	21	30	39 *
Irvine	Irvine Lwr	2		180.5			1	28	29	40
Riverside	Monroe St.	2	B	15.3	B		2	27	29	41 *
Butte Co	Baggett-Mrys	4		202.7			4	24	28	42
Fresno	Chestnut Ave	1	B	210.3			2	26	28	43
Caltrans	180-Fresno	2		997.8			5	23	28	44
Oroville	Bridge St	4		205.3	A		6	22	28	45
Caltrans	70-Marysville	1	C	141.7	B		5	23	28	46
Torrance	Del Amo Bd	2	H	19.5		*	11	17	28	47
Richmond	23rd St	1	A	14.5			4	23	27	48
San Diego	Imperial Ave	36	D	3.1	B		1	26	27	49
Santa Barbara County	Hollister Ave	1	E	365.7	B		7	20	27	50
Los Angeles County	Hollywood Wy	1	B	469.4			2	24	26	51
Caltrans	83-Ontario	1	B	520.1			6	20	26	52
Oceanside	Oceanside Lwr	2		226.1			3	23	26	53
Pittsburg	Pittsburg Rml	8	N	1.85			13	12	25	54

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Projects Nominated By Priority Index Number

<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>V x T</u> <u>0 x 24</u>	<u>SCP</u>	<u>Priority Index Number</u>	<u>Priority Number</u>
Los Angeles County	Rt 105 Rlc	1	B3L	491.91			1	24	25	55 *
Caltrans	84-Yolo Conty	1	A	87.5		*	11	14	25	56
Los Angeles	Saticoy St	1	E	455.6		*	9	16	25	57
Ontario	Grove Ave	3		39.0			6	18	24	58
Hayward	A St	4		20.2			4	20	24	59
San Diego	Harbor Drive	2		268.9	A		8	16	24	60
Redding	South St	1	C	258.0			3	20	23	61
Chico	Dayton Rd	1	C	183.8			3	19	22	62
San Bernardino	Rialto Ave	2	B	0.7			6	16	22	63 *
Anaheim	St College Bd	2		170.3			3	19	22	64 *
Caltrans	111-Indio	1	B	611.45		*	5	17	22	65
San Bernardino	Mill St	2	B	1.1		*	4	18	22	66
Livermore	East First St	1	D	47.2			5	16	21	67
Orange County	Ridge Route	2		187.6		*	7	14	21	68
San Mateo	Laurie Meadow	1	E	21.1		*	4	17	21	69
San Marcos	Twin Oaks Vly	2	E	16.5			4	16	20	70
Los Angeles County	Grand-Industry	1	B	508.5		*	4	16	20	71
Norwalk	Imperial Hwy	1	BK	498.0			3	16	19	72

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<u>Agency</u>	<u>Crossing Name</u>	<u>RR</u>	<u>BR</u>	<u>Mile Post</u>	<u>Suf</u>	<u>Prop</u>	<u>V x T C x 24</u>	<u>SCF</u>	<u>Priority Index Number</u>	<u>Priority Number</u>
Los Angeles County	Florence-Hupk	1	BG	488.3			3	16	19	73
Torrance	Torrance Rlc	1	BEG	500.73			9	9	18	74
Caltrans	41--Fresno	1	B	205.9			4	14	18	75
Compton	Rosecrans Ave	1	BG	493.3			3	13	16	76
Rohnert Park	Rohnert Park	5		47.4			2	11	13	77
Oceanside	Cassidy St	2		228.0			1	11	12	78
Oceanside	Hill St	2	E	0.3			1	10	11	79
San Diego	Smythe Ave	36		13.8			0	10	10	80