

Decision No. 87495 June 21, 1977**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

|                                     |                             |
|-------------------------------------|-----------------------------|
| In the Matter of the Application )  |                             |
| of PAUL SIMON, doing business as )  |                             |
| SIMON TRUCKING, for authority )     |                             |
| to deviate from certain minimum )   | Application No. 56921       |
| rates pursuant to Section 3666 of ) | (Filed December 3, 1976)    |
| the California Public Utilities )   | (Amended February 18, 1977) |
| Code for transportation performed ) |                             |
| for POTTERS INDUSTRIES INC. )       |                             |

OPINION AND ORDER

By this application, as amended, Paul Simon, doing business as Simon Trucking, requests authority to deviate from the provisions of Minimum Rate Tariff 2 in connection with the transportation of glass highway marking strip spheres for Potters Industries Inc. from Anaheim to all points in California.

The application, as amended, is based on special circumstances and conditions detailed therein.

The application and amendment were listed on the Commission's Daily Calendar of December 9, 1976, and February 23 and 24, 1977, respectively. California Trucking Association (CTA) opposed the ex parte consideration, as proposed, stating:

"... Application does not contain sufficient information to enable the Commission to determine whether the proposed ratings are related to the costs of performing the service at issue. Purchased transportation accounts for over 30 percent of carrier's operating expense for the first half of 1976; however, no supporting costs have been furnished. Also, Applicant's costs have not been included as a part of the Application ...

"... Costs indicated are lump sum with no indication as to their source or accuracy. Vehicle fixed expenses appear to be understated with a total cost of only \$10,675 for both tractor and trailer, and including tire costs..."

Applicant indicates in its amended application that it does not intend to engage subhaulers in connection with the transportation involved herein.

Milton W. Flack, attorney for applicant, replied to CTA's protest stating:

"I am advised by the applicant that the vehicle fixed expenses are not understated and that they reflect equipment utilized in this operation which is old and therefore representative of their value.

"\*\*\* It should be noted that no protests to this application have been filed by other carriers, that no diversion of traffic is involved, the shipper is the sole California manufacture (sic) of this product and the nature of these shipments will result in savings to the carrier. The applicant has satisfied all of the Commission requirements with respect to cost and revenue data. Further delay in a decision on this application is not justified and is not in the best interests of the carrier or the shipper."

Revenue and expense data submitted in the application and amendment thereto are sufficient to determine that the transportation involved may reasonably be expected to be profitable under the proposed rates.

In the circumstances, the Commission finds that applicant's proposal is reasonable. A public hearing is not necessary. The Commission concludes that the application should be granted as set forth in the ensuing order and the effective date of this order should be the date hereof because there is an immediate need for this rate relief.

IT IS ORDERED that:

1. Paul Simon is authorized to perform the transportation shown in Appendix A attached hereto and by this reference made a part hereof at not less than the rates set forth therein.

2. The authority granted herein shall expire one year after the effective date of this order unless sooner cancelled, modified or extended by further order of the Commission.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of JUNE, 1977.

\_\_\_\_\_  
President

*William Lyons Jr.*

*Vernon L. Sturgeon*

*Richard W. Howell*

\_\_\_\_\_  
Commissioners

Commissioner Robert Batnovich, being necessarily absent, did not participate in the disposition of this proceeding.

## APPENDIX A

Paul Simon is authorized to transport spheres, highway marking strip, glass (as described in Item 177260 of National Motor Freight Classification NMF 100-D) for Potters Industries Inc. from Anaheim to all points in California at rates which are subject to the following ratings and conditions:

| <u>Class Ratings</u> | <u>Minimum Weights</u> |
|----------------------|------------------------|
| 50.1                 | Any Quantity           |
| 35                   | 30,000 Pounds          |
| 35.1                 | 36,000 Pounds          |
| 35.2                 | 42,000 Pounds          |
| 35.3                 | 45,000 Pounds          |

## Conditions:

1. Shipments shall be power loaded by shipper and power unloaded by the consignee without assistance of, or expense to, the carrier.
2. Applicant has indicated that subhaulers will not be engaged nor have any costs of subhaulers been submitted. Therefore, if subhaulers are employed, they shall be paid no less than the rates authorized herein without any deduction for use of applicant's trailing equipment.
3. In all other respects, the rates and rules in Minimum Rate Tariff 2 shall apply.

(END OF APPENDIX A)

Appendix B lists, in alphabetical order, the projects nominated for the 1977-78 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 for 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.

The Commission found in Decision No. 85991 that 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. Prior to the present proceedings, the Commission's Legal Division prepared a memorandum expressing the opinion that "State of Readiness" cannot be considered as a factor, and this position was subsequently adopted by Commission resolution; therefore, no consideration will be given to "State of Readiness" in these proceedings.

The Commission further found in Decision No. 85991 that when it was established that an agency would not be able to meet the requirements of the California Highway Commission for the filing of an application for an allocation of funds by the February 14 deadline, such project would be included on the list with an asterisk by its priority number. In addition thereto, the Commission found that 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 by the February 14th date as waivers and should consider for allocation purposes projects lower on the list that are ready to proceed. The same procedure, with the same recommendations to the Highway Commission, will be followed this year and each year hereafter. Our current recommendations do, of course, reflect the present April 1 administrative deadline. (21 Cal. Adm. Code 1552.)

During the course of hearing, a number of motions were made. For the most part, they were directed towards proposed crossings. In Decision No. 83066 dated June 21, 1974 in Case No. 9603 the Commission recognized that in many instances an at-grade crossing could never be constructed at or near the site of the proposed separation, and, therefore, the projects could not

properly be considered as proposed at-grade crossings nominated for separation. As a result, the Commission found that in future years the Type B projects (proposed crossings nominated for separation) should be subtyped as follows: (1) A grade crossing is practical and feasible, and (2) a grade crossing is not practical nor feasible.

In Decision No. 85991 several projects were omitted from the list where the nominating witness specifically testified that construction of a proposed crossing at grade was not practical nor feasible. The same procedure will again be followed, but, in addition, we will consider the factual situation of certain projects, notwithstanding supporting testimony that construction of at-grade proposed crossings would be practical and feasible. In particular, this would relate to the Saticoy Street project of the city of Los Angeles and the Highway 111 project in Indio, which was nominated by Caltrans. The Truxtun Avenue project of Bakersfield would also have been questionable, but the city by later-filed Exhibit 22 revised its nomination by proposing an at-grade crossing approximately 900 feet to the west of the railroad's yard at a point crossing a single track where construction would be practical and feasible.

Both the Saticoy Street and State Highway 111 separations would cross railroad yards. The locations of the separations and the respective locations of the proposed at-grade crossings would be the same in each instance. No alternate proposed at-grade crossings were considered.

The proposed site of the Saticoy Street grade separation would cross 13 tracks consisting of 1 main-line track, 1 passing track, and 11 siding or spur tracks. According to the testimony of the nominating witness, the tracks generate 2 passenger movements per day. The 116 total moves result in 182 minutes delay each day, exclusive of the time that the trains are left standing. In the photographs attached to the nomination there are 5 tracks blocked by standing trains. Many trains are of a length sufficient to block the entire track. The city witness was of the opinion that the railroad could alter its operations, although no specific recommendations were made.

The proposed site of the State Highway 111 grade separation crosses over 11 tracks consisting of 2 main-line tracks, 6 passing tracks, and 3 siding or spur tracks. The 11 tracks generate only 38 train movements, but result in 340 total minutes of delay. The pictures attached to the nomination show 2 tracks blocked by standing trains.

Based upon the record established in this proceeding, it does not appear likely that an agency would seriously pursue an application for authority to construct at-grade crossings at these locations. It is our opinion, therefore, that at-grade crossings at these particular sites would be neither practical nor feasible.

In its opening brief, Caltrans argued that the nomination by the city of Fremont regarding the Durham Road/Grimmer Boulevard separations is not a single project because the proposed crossing at Durham Road has no relation to the crossings of Prune Avenue and Warm Springs Boulevard, which would be closed if the separation is constructed. In its closing brief Caltrans indicated that this matter may have been resolved in last year's proceedings by Decision No. 85991. The nomination was accepted by the Commission last year as a single project and will be so considered for this year's list.



Caltrans and the staff take issue with the revised nomination by the city of Newark. As initially submitted, the city of Newark nominated three separate projects, namely:

- (1) The proposed elimination of the Elm Street, Locust Street, and Spruce Street grade crossings.
- (2) The proposed Newark Boulevard Grade Separation.
- (3) The proposed Cedar Boulevard Underpass.

During the hearing, the city of Newark revised its first two projects by consolidating them into a single project. No showing was made that the projects are not severable nor that any cost savings would result by consolidation. The only apparent reason for the consolidation is to achieve a higher position on the list. Because there has been no relation established between the proposed Newark Boulevard Grade Separations and the proposed elimination of the Elm Street, Locust Street, and Spruce Street grade crossings, they will be considered as separate projects.

SP moved to strike the "A" Street project nominated by the city of Hayward on the ground that the city failed to include all costs in its estimate of the separation project. The city of Hayward has indicated that the Santa Clara Street realignment on the western terminus of the project will be included in a widening project which will be financed with federal funds. Although the realignment is a necessary part of the separation, it is also a necessary part of a separate project to improve the intersection at Hathaway Avenue. The realignment project will be completed long before the grade separation project goes to construction. On the eastern terminus the city has scaled down the separation project to only that necessary to conform to the existing "A" Street alignment.

According to the Order Instituting Investigation establishing Case No. 10214, failure to appear before the Commission to substantiate a project constitutes grounds for exclusion from the 1977-78 Priority List. The city of Seaside nominated the relocation of Contra Costa/Olympia, but failed to appear before the Commission at their assigned time.

Subsequent to submission, Caltrans informed the Commission that the following projects have received funds from the 1976-77 priority list: (1) State Route 17 (Richmond), (2) Tlgh-Sta Fe (Santa Fe Springs), (3) Miner Avenue (Stockton), (4) Quick Road (Imperial County), (5) Bear Valley (San Bernardino County), (6) Huntoon (Oroville), (7) Florence-SFS (Los Angeles County), and (8) Waterfront Road (Contra Costa County). In addition, the city of Livermore secured federal funds for East First Street Project and began construction prior to May 2, 1977.

Findings

1. The Commission adopts the criteria set forth in Appendices B, C, and D attached hereto for use in establishing the 1977-78 priority list.

2. "State of Readiness" will not be considered as a factor. Those projects that will not be able to meet all of the requirements for an allocation of funds by April 1, 1978 will be included on the list with an asterisk by their priority number in Appendix E, 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 April 1, 1978 should be considered as waivers, and the California Highway Commission should consider for allocation purposes projects lower on the list that are ready to proceed.

3. Where the supporting testimony of the nominating witness clearly establishes that construction of a proposed crossing is not practical and feasible, the project should be excluded from the list. The record so indicates in the case of the following projects: 190th Torrance (county of Los Angeles), Madera Road (city of Simi Valley), Lincoln Avenue (city of Corona), and South Street (city of San Luis Obispo).

4. Based upon the evidence introduced in this proceeding, construction of proposed grade crossings at the proposed separation sites in the case of the Saticoy Street project nominated by the city of Los Angeles and the State Highway 111 project in the city of Indio nominated by Caltrans would not be practical and feasible and said projects will be excluded from the list.

5. Because the city of Newark failed to establish any relation between its proposed Newark Boulevard grade separation and the proposed elimination of the Elm Street, Locust Street, and Spruce Street grade crossings, they will be considered as separate projects.

6. The city of Hayward has presented a reasonable estimate of the cost of its "A" Street project.

7. The city of Seaside did not appear in support of its Contra Costa/Olympia crossing relocation project. The project will, therefore, be excluded from the list.

8. The criteria or rules of the Commission established for use in determining the 1977-78 priority list are subject to modification, and the Commission invites the participation of interested parties to offer their recommendations.

9. The list set out in Appendix E will be established as the 1977-78 Grade Separation Priority List established in accordance with Section 2452 of the Streets and Highways Code.

10. 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 1977-78 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 Transportation Division.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of JUNE, 1977.

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resident  
*William S. Brown, Jr.*  
\_\_\_\_\_  
*Vernon L. Stinson*  
\_\_\_\_\_  
*Richard P. Good*

\_\_\_\_\_  
Commissioners.

Commissioner Robert Batinovich, being necessarily absent, did not participate in the disposition of this proceeding.

## APPENDIX A

LIST OF APPEARANCES

Interested Parties: Ralph E. Kirkup and George J. Bagdon, for City of Burlingame; George E. Cook, for City of San Carlos; Mark L. Kermit, for Contra Costa County; Robert G. Bezzant, for City of San Mateo; Joseph L. Shilts, for City of Fairfield; Ron Peterson, for Fresno County; Carl Arness, for City of Redding; Ralph Van Heerden and Ronald W. Miller, for City of Stockton; Alfred A. Smith, for City of Dunsmuir; Allen E. Sprague, Attorney at Law, and Thomas M. Blalock, for City of Fremont; Arnold Joens, for City of Salinas; DeLew, Cather & Co., by Robert M. Barton, for City of Livermore; Richard W. Turnlund, for City of Newark; James Lundgren, for City of Hayward; Allen H. Kelm, for Los Angeles County Road Department; Juan Mijares, for City of Barstow; William D. Gardner, Attorney at Law, for City of Riverside; Charles Wagner, for City of Bakersfield; Ted W. Shettler, for City of San Gabriel; G. Brent Muchow, for City of Irvine; Gary Taylor, for City of Oceanside; Edward R. James, for City of Ontario; Eldon K. Lee, for City of Indio; Willdan Associates, by Gary P. Dysart and Frederick A. Roos, for City of Norwalk; William L. Zaun, for County of Orange; Paul E. Landell, Jr., for City of San Luis Obispo; Daniel B. Pavao, for County of Imperial; Jon D. Edson, for City of Corona; Michael Anthony Caccese, for Santa Barbara County Department of Transportation; John C. Miller, for Western Pacific Railroad; O. J. Solander, Attorney at Law, and Don R. Higgins, for California Department of Transportation; Harold S. Lentz, Attorney at Law, for Southern Pacific Transportation Company and affiliated companies; James G. Galanis, Jr., for San Bernardino County; Leslie E. Corkill, for Department of Public Utilities & Transportation, City of Los Angeles; Burt Pines, City Attorney, by Leonard L. Snaider, Deputy City Attorney, and Pat Davenport, for City of Los Angeles; Gene Rodini, for City of Richmond; Harold Kroegar, for City of Oroville; Allan J. Savitz, for City of Chico; Harold W. McDonald, for Butte County; David Tuomey, for City of San Diego; Eugene Bourdonnis, for City of Torrance; Paul Singer, for City of Anaheim; William A. Johnson, for City of Simi Valley; and Glen Danielson, for City of Santa Fe Springs.

Commission Staff: Robert W. Stich.

APPENDIX B  
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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<br/>C x 24</u> |
|---------------|----------------------|-----------|-----------|------------------|------------|-------------|------------------|-------------------|---------------------|---------------------|-------------------------|
| Anaheim       | Lincoln Ave          | 1         | BK        | 508.5            |            |             | 1                | 23900             | 20                  | 4100000             | 5                       |
| Anaheim       | Lincoln Ave          | 2         |           | 167.7            |            |             | 1                | 17800             | 24                  | 2900000             | 6                       |
| Anaheim       | Katella Ave          | 1         | BK        | 512.4            |            |             | 1                | 29600             | 44                  | 3180000             | 17                      |
| Bakersfield   | Truxtun Ave          | 2         |           | 889.25           |            | *           | 2A               | 6700              | 86                  | 1000000             | 24                      |
| Barstow       | First St             | 2         |           | 746.5            | A          |             | 4                | 9925              | 70                  | 3628000             | 8                       |
| Burlingame    | Broadway             | 01        | E         | 15.2             |            |             | 1                | 26300             | 66                  | 4457000             | 16                      |
| Butte County  | Baggett-Mrys         | 4         |           | 202.7            |            |             | 3                | 1532              | 136                 | 400000              | 22                      |
| Caltrans      | 49-Placer Co         | 1         | AI        | 126.3            | B          |             | 4                | 19900             | 16                  | 1395000             | 10                      |
| Caltrans      | 237-Snta Glra        | 1         | L         | 39.8             |            |             | 1                | 32000             | 16                  | 4680000             | 5                       |
| Caltrans      | So 47th St           | 1         | A         | 13.1             |            |             | 1                | 12000             | 52                  | 6400000             | 4                       |
| Caltrans      | 41-Fresno            | 1         | B         | 205.9            |            |             | 1                | 13000             | 32                  | 6213000             | 3                       |
| Caltrans      | 84-Yolo Co           | 1         | A         | 87.5             | B          | *           | 2A               | 10000             | 52                  | 1779000             | 12                      |
| Caltrans      | 111-Indo             | 1         | B         | 611.45           | A          | *           | 2B               | 8100              | 38                  | 2552000             | 5                       |
| Caltrans      | 180-Fresno           | 2         |           | 997.8            |            |             | 1                | 20000             | 30                  | 4779000             | 5                       |
| Caltrans      | 70-Marysville        | 1         | C         | 141.7            | B          |             | 4                | 12700             | 50                  | 5302000             | 5                       |
| Caltrans      | 79-Beaumont          | 1         | B         | 562.4            |            |             | 1                | 7100              | 41                  | 1745000             | 7                       |
| Caltrans      | 237-Mt View          | 1         | E         | 37.1             | A          |             | 4                | 23500             | 54                  | 2480000             | 21                      |
| Caltrans      | 138-Sn Brndo         | 2         |           | 60.9             |            |             | 1                | 3800              | 38                  | 2389000             | 3                       |

C-10224  
ddb

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<br/>C x 24</u> |
|---------------------|----------------------|-----------|-----------|------------------|------------|-------------|------------------|-------------------|---------------------|---------------------|-------------------------|
| Caltrans            | 112-Sn Leando        | 1         | L         | 14.9             |            |             | 1                | 19900             | 105                 | 5186000             | 17                      |
| Chico               | Dayton Rd            | 1         | C         | 183.8            |            |             | 3                | 1080              | 24                  | 450000              | 2                       |
| Contra Costa County | Somersville          | 1         | B         | 52.10            |            |             | 1                | 10642             | 23                  | 1732000             | 6                       |
| Corona              | Lincoln Ave          | 2         | B         | 25.2             |            | *           | 2B               | 10000             | 30                  | 2673000             | 5                       |
| Dunsmuir            | Scherrer-Btfy        | 1         | C         | 321.7            |            |             | 1                | 1527              | 40                  | 754000              | 3                       |
| Fairfield           | Main-Rio Vista       | 1         | A         | 49.0             |            |             | 1                | 15920             | 44                  | 4250000             | 7                       |
| Fremont             | Durham-Grimer        | 1         | DA        | 34.7             |            |             | 1                | 17102             | 45                  | 4690000             | 7                       |
| Fresno County       | Chestnut Ave         | 1         | B         | 210.3            |            |             | 1                | 6090              | 26                  | 3247000             | 2                       |
| Hayward             | A St                 | 1         | D         | 20.0             |            |             | 1                | 28200             | 45                  | 6246000             | 8                       |
| Hayward             | A St                 | 4         |           | 20.2             |            |             | 1                | 21400             | 18                  | 5006000             | 3                       |
| Indio               | Monroe St            | 1         | B         | 609.7            |            |             | 1                | 12232             | 49                  | 4645000             | 5                       |
| Irvine              | Irvine Lwr           | 2         |           | 180.5            |            |             | 1                | 34123             | 16                  | 11963000            | 2                       |
| Los Angeles County  | 190th-Torrnce        | 2         | H         | 19.1             | B          | *           | 2B               | 20603             | 14                  | 3019000             | 4                       |
| Los Angeles County  | Rt 105 Rlc           | 1         | BBL       | 491.91           |            |             | 3                | 133101            | 4                   | 27500000            | 1                       |
| Los Angeles County  | Hollywood Way        | 1         | B         | 469.4            |            |             | 1                | 26446             | 14                  | 5716000             | 3                       |
| Los Angeles County  | Greenwood-Mtb        | 2         |           | 149.5            |            |             | 1                | 12218             | 46                  | 3385000             | 7                       |

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<br/>C x 24</u> |
|--------------------|----------------------|-----------|-----------|------------------|------------|-------------|------------------|-------------------|---------------------|---------------------|-------------------------|
| Los Angeles County | Grand-Industy        | 1         | B         | 508.5            |            | *           | 2A               | 9000              | 39                  | 3484000             | 4                       |
| Los Angeles County | Flornce-Hunpk        | 1         | BG        | 488.3            |            |             | 1                | 26669             | 14                  | 4653000             | 3                       |
| Los Angeles County | Flornce-SFSpr        | 2         |           | 154.87           |            | *           | 2A               | 20000             | 44                  | 2489000             | 15                      |
| Los Angeles County | Eastern-Comm         | 2         |           | 147.3            |            |             | 1                | 15544             | 44                  | 1747000             | 16                      |
| Los Angeles County | Alondra-La Mr        | 2         |           | 159.6            |            |             | 1                | 15121             | 65                  | 6250000             | 7                       |
| Los Angeles        | Saticoy St           | 1         | E         | 455.6            |            | *           | 2B               | 23000             | 116                 | 4499000             | 25                      |
| Los Angeles        | Winnetka Ave         | 1         | E         | 447.8            |            | *           | 2A               | 17000             | 14                  | 3506000             | 3                       |
| Newark             | Newark Consld        | 1         | DAB       | 36.7             |            |             | 3                | 0                 | 35                  | 180000              | 0                       |
| Newark             | Newark Blvd          | 1         | DAB       | 38.1             |            | *           | 2A               | 9500              | 19                  | 1250000             | 6                       |
| Newark             | Cedar Blvd           | 1         | L         | 30.0             |            |             | 1                | 4300              | 24                  | 800000              | 5                       |
| Norwalk            | Imperial Hwy         | 1         | BK        | 498.0            |            |             | 1                | 38126             | 8                   | 2465000             | 5                       |
| Oceanside          | Hill St              | 2         | E         | 0.3              |            |             | 1                | 23400             | 2                   | 3300000             | 1                       |
| Oceanside          | Wisconsin Lwr        | 2         |           | 226.8            |            |             | 1                | 9614              | 30                  | 3245000             | 4                       |
| Oceanside          | Downtown Lwr         | 2         |           | 226.1            |            |             | 1                | 11840             | 53                  | 4785000             | 5                       |
| Oceanside          | Cassidy St           | 2         |           | 228.0            |            |             | 1                | 5228              | 16                  | 3010000             | 1                       |
| Oceanside          | Oceanside Lwr        | 2         |           | 225.9            |            |             | 1                | 24251             | 38                  | 7810000             | 5                       |
| Ontario            | Euclid Ave           | 1         | B         | 520.1            |            |             | 1                | 21554             | 48                  | 6085000             | 7                       |



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<br/>C x 24</u> |
|-----------------------|----------------------|-----------|-----------|------------------|------------|-------------|------------------|-------------------|---------------------|---------------------|--------------------------|
| Ontario               | Grove Ave            | 3         |           | 39.0             |            |             | 1                | 13520             | 14                  | 3031000             | 3                        |
| Orange County         | Crown Valley         | 2         |           | 193.1            | A          |             | 4                | 19300             | 20                  | 580000              | 28                       |
| Redding               | South St             | 1         | C         | 258.0            |            |             | 1                | 8850              | 31                  | 5111000             | 2                        |
| Richmond              | 23rd St              | 1         | A         | 14.5             |            |             | 1                | 17500             | 34                  | 6205000             | 4                        |
| Riverside             | Van Buren Bd         | 2         | B         | 16.4             |            |             | 1                | 21500             | 31                  | 2262000             | 12                       |
| Riverside             | Arlington Ave        | 2         | B         | 12.4             |            |             | 1                | 23290             | 31                  | 3750000             | 8                        |
| Salinas               | Market-Front         | 1         | E         | 118.45           |            |             | 1                | 29407             | 60                  | 6250000             | 12                       |
| Santa Barbara County  | Hollister Ave        | 1         | E         | 365.7            | B          |             | 4                | 15075             | 17                  | 1800000             | 6                        |
| Santa Fe Springs      | Carmenita Rd         | 2         |           | 157.3            |            |             | 1                | 16252             | 44                  | 3193000             | 9                        |
| San Bernardino County | Cherry Ave           | 2         |           | 91.7             |            |             | 1                | 7520              | 62                  | 1900000             | 10                       |
| San Bernardino County | Barton Rd            | 1         | BJ        | 541.1            | A          |             | 4                | 4600              | 2                   | 1200000             | 0                        |
| San Carlos            | Holly St             | 1         | E         | 23.2             |            |             | 1                | 19500             | 62                  | 5805000             | 9                        |
| San Carlos            | Brittan Ave          | 1         | E         | 23.8             |            |             | 1                | 13350             | 62                  | 4885000             | 7                        |
| San Diego             | Imperial Ave         | 36        | D         | 3.1              | B          |             | 4                | 9600              | 2                   | 926000              | 1                        |
| San Diego             | Harbor Dr            | 2         |           | 268.9            | A          |             | 4                | 12200             | 36                  | 2494000             | 7                        |
| San Diego             | Smythe Ave           | 36        |           | 13.8             |            |             | 1                | 3100              | 2                   | 1800000             | 0                        |
| San Gabriel           | San Gabriel          | 1         | B         | 490.2            |            |             | 1                | 64950             | 42                  | 12563000            | 9                        |

Alphabetical List of Projects by Nominating Agency

| <u>Agency</u>   | <u>Grossing 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> | $\frac{V \times T}{C \times 24}$ |
|-----------------|----------------------|-----------|-----------|------------------|------------|-------------|------------------|-------------------|---------------------|---------------------|----------------------------------|
| San Luis Obispo | South St             | 1         | E         | 252.5            |            | *           | 2B               | 6000              | 13                  | 3410000             | 1                                |
| San Luis Obispo | Orcutt Rd            | 1         | E         | 253.3            |            |             | 1                | 7400              | 13                  | 2140000             | 2                                |
| San Mateo       | Laurie Meadow        | 1         | E         | 21.1             |            | *           | 2A               | 5000              | 64                  | 4300000             | 3                                |
| Seaside         | Cnta Csta-Oly        | 1         | EE        | 123.35           |            |             | 3                | 0                 | 6                   | 795000              | 0                                |
| Simi Valley     | Madera Rd            | 1         | E         | 432.0            |            | *           | 2B               | 17997             | 20                  | 1962000             | 8                                |
| Torrance        | Torrance Rlc         | 1         | BEG       | 500.73           |            |             | 3                | 53600             | 4                   | 810000              | 11                               |
| Torrance        | Del Amo Blvd         | 2         | H         | 19.5             |            | *           | 2A               | 20000             | 36                  | 2830000             | 11                               |
| Torrance        | Crenshaw Blvd        | 2         | H         | 20.9             |            |             | 1                | 42800             | 35                  | 1525000             | 41                               |

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Special Conditions Factors for Grade Crossings  
Nominated for Separations or Elimination

| <u>Agency</u> | <u>Crossing Name</u> | <u>RR</u> | <u>BR</u> | <u>Mile Post</u> | <u>Suf</u> | <u>Prop</u> | <u>Veh Spd Limit G1</u> | <u>Train Speed G2</u> | <u>Xing Geom G3</u> | <u>Veh Delay G4</u> | <u>Alt Rte G5</u> | <u>Acc Hist G6</u> | <u>Irr G7</u> | <u>Total SCF</u> |
|---------------|----------------------|-----------|-----------|------------------|------------|-------------|-------------------------|-----------------------|---------------------|---------------------|-------------------|--------------------|---------------|------------------|
| Anaheim       | Lincoln Ave          | 1         | BK        | 508.5            |            |             | 1                       | 0                     | 3                   | 2                   | 0                 | 1                  | 7             | 14               |
| Anaheim       | Lincoln Ave          | 2         |           | 167.7            |            |             | 0                       | 5                     | 2                   | 2                   | 0                 | 2                  | 6             | 17               |
| Anaheim       | Katella Ave          | 1         | BK        | 512.4            |            |             | 1                       | 0                     | 2                   | 10                  | 5                 | 0                  | 8             | 26               |
| Bakersfield   | Truxtun Ave          | 2         |           | 889.25           |            | *           | 5                       | 3                     | 0                   | 10                  | 4                 | 0                  | 6             | 28               |
| Burlingame    | Broadway             | 01        | E         | 15.2             |            |             | 0                       | 5                     | 2                   | 6                   | 4                 | 0                  | 10            | 27               |
| Butte County  | Baggett-Mrys         | 4         |           | 202.7            |            |             | 0                       | 2                     | 4                   | 10                  | 5                 | 1                  | 7             | 29               |
| Caltrans      | 237-Snta Clara       | 1         | L         | 39.8             |            |             | 5                       | 4                     | 2                   | 1                   | 4                 | 2                  | 9             | 27               |
| Caltrans      | So 47th St           | 1         | A         | 13.1             |            |             | 0                       | 3                     | 2                   | 5                   | 4                 | 10                 | 10            | 34               |
| Caltrans      | 41-Fresno            | 1         | B         | 205.9            |            |             | 0                       | 4                     | 3                   | 2                   | 0                 | 3                  | 8             | 20               |
| Caltrans      | 84-Yolo Co           | 1         | A         | 87.5             | B          | *           | 3                       | 1                     | 0                   | 5                   | 3                 | 0                  | 3             | 15               |
| Caltrans      | 111-Indo             | 1         | B         | 611.45           | A          | *           | 4                       | 1                     | 0                   | 10                  | 2                 | 0                  | 6             | 23               |
| Caltrans      | 180-Fresno           | 2         |           | 997.8            |            |             | 0                       | 0                     | 2                   | 4                   | 1                 | 8                  | 8             | 23               |
| Caltrans      | 79-Beaumont          | 1         | B         | 562.4            |            |             | 1                       | 3                     | 2                   | 5                   | 1                 | 2                  | 8             | 22               |
| Caltrans      | 138-Sn Brndo         | 2         |           | 60.9             |            |             | 5                       | 1                     | 4                   | 5                   | 5                 | 8                  | 6             | 34               |
| Caltrans      | 112-Sn Leando        | 1         | L         | 14.9             |            |             | 1                       | 0                     | 2                   | 10                  | 3                 | 7                  | 11            | 34               |
| Chico         | Dayton Rd            | 1         | C         | 183.8            |            |             | 1                       | 1                     | 4                   | 4                   | 0                 | 0                  | 6             | 16               |

APPENDIX G  
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Special Conditions Factors for Grade Crossings  
Nominated for Separation or Elimination

| Agency              | Crossing<br>Name | RR | BR  | Mile<br>Post | Suf | Prop | Veh Spd | Train | Xing | Veh   | Alt | Acc  | Irr | Total |
|---------------------|------------------|----|-----|--------------|-----|------|---------|-------|------|-------|-----|------|-----|-------|
|                     |                  |    |     |              |     |      | Limit   | Speed | Geom | Delay | Rte | Hist |     |       |
|                     |                  |    |     |              |     |      | G1      | G2    | G3   | G4    | G5  | G6   | G7  |       |
| Contra Costa County | Somersville      | 1  | B   | 52.10        |     |      | 5       | 2     | 2    | 0     | 3   | 3    | 6   | 21    |
| Corona              | Lincoln Ave      | 2  | B   | 25.2         |     | *    | 2       | 1     | 0    | 0     | 2   | 0    | 3   | 8     |
| Dunsmuir            | Scherrer-Rtly    | 1  | C   | 321.7        |     |      | 0       | 0     | 5    | 10    | 5   | 1    | 12  | 33    |
| Fairfield           | Main-Rio Vista   | 1  | A   | 49.0         |     |      | 0       | 5     | 4    | 9     | 3   | 4    | 11  | 36    |
| Fremont             | Durham-Grimer    | 1  | DA  | 34.7         |     |      | 3       | 2     | 4    | 6     | 5   | 6    | 12  | 38    |
| Fresno County       | Chestnut Ave     | 1  | B   | 210.3        |     |      | 2       | 5     | 3    | 4     | 1   | 2    | 8   | 25    |
| Hayward             | A St             | 1  | D   | 20.0         |     |      | 0       | 1     | 3    | 2     | 3   | 10   | 11  | 30    |
| Hayward             | A St             | 4  |     | 20.2         |     |      | 0       | 4     | 5    | 0     | 1   | 2    | 8   | 20    |
| Indio               | Monroe St        | 1  | B   | 609.7        |     |      | 1       | 1     | 3    | 4     | 5   | 2    | 9   | 25    |
| Irvine              | Irvine Lwr       | 2  |     | 108.5        |     |      | 5       | 5     | 3    | 1     | 2   | 3    | 10  | 29    |
| Los Angeles County  | 190th-Torrnce    | 2  | H   | 19.1         | B   | *    | 1       | 1     | 0    | 1     | 0   | 0    | 5   | 8     |
| Los Angeles County  | Rt 105 Rlc       | 1  | BBL | 491.91       |     |      | 1       | 0     | 2    | 0     | 0   | 17   | 8   | 28    |
| Los Angeles County  | Hollywood Way    | 1  | B   | 469.4        |     |      | 3       | 3     | 3    | 0     | 3   | 3    | 9   | 24    |
| Los Angeles County  | Greenwood-Mtb    | 2  |     | 149.5        |     |      | 1       | 4     | 3    | 3     | 3   | 3    | 8   | 25    |
| Los Angeles County  | Grand-Industry   | 1  | B   | 508.5        |     | *    | 3       | 4     | 0    | 4     | 5   | 0    | 4   | 20    |
| Los Angeles County  | Flornce-Hunpk    | 1  | BG  | 488.3        |     |      | 1       | 0     | 3    | 1     | 2   | 4    | 6   | 17    |

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dps

Special Conditions Factors for Grade Crossings  
Nominated for Separation or Elimination

| <u>Agency</u>      | <u>Crossing Name</u> | <u>RR</u> | <u>BR</u> | <u>Mile Post</u> | <u>Suf</u> | <u>Prop</u> | <u>Veh Spd Limit G1</u> | <u>Train Speed G2</u> | <u>King Geom G3</u> | <u>Veh Delay G4</u> | <u>Alt Rte G5</u> | <u>Acc Hist G6</u> | <u>Irr G7</u> | <u>Total SCF</u> |
|--------------------|----------------------|-----------|-----------|------------------|------------|-------------|-------------------------|-----------------------|---------------------|---------------------|-------------------|--------------------|---------------|------------------|
| Los Angeles County | Eastern-Comm         | 2         |           | 147.3            |            |             | 1                       | 4                     | 2                   | 3                   | 3                 | 2                  | 7             | 22               |
| Los Angeles County | Alondra-La Mr        | 2         |           | 159.6            |            |             | 4                       | 5                     | 3                   | 6                   | 5                 | 1                  | 9             | 33               |
| Los Angeles        | Saticoy St           | 1         | E         | 455.6            |            | *           | 2                       | 4                     | 0                   | 9                   | 2                 | 0                  | 5             | 22               |
| Los Angeles        | Winnetka Ave         | 1         | E         | 447.8            |            | *           | 1                       | 4                     | 0                   | 1                   | 2                 | 0                  | 6             | 14               |
| Newark             | Newark Consld        | 1         | DAB       | 36.7             |            |             | 0                       | 2                     | 3                   | 4                   | 0                 | 1                  | 4             | 14               |
| Newark             | Newark Blvd          | 1         | DAB       | 38.1             |            | *           | 1                       | 1                     | 0                   | 3                   | 1                 | 0                  | 7             | 13               |
| Newark             | Cedar Blvd           | 1         | L         | 30.0             |            |             | 1                       | 1                     | 2                   | 3                   | 2                 | 0                  | 7             | 16               |
| Norwalk            | Imperial Hwy         | 1         | BK        | 498.0            |            |             | 2                       | 1                     | 3                   | 2                   | 2                 | 2                  | 8             | 20               |
| Oceanside          | Hill St              | 2         | E         | 0.3              |            |             | 1                       | 0                     | 3                   | 0                   | 1                 | 2                  | 3             | 10               |
| Oceanside          | Wisconsin Lwr        | 2         |           | 226.8            |            |             | 0                       | 1                     | 4                   | 2                   | 2                 | 5                  | 6             | 20               |
| Oceanside          | Downtown Lwr         | 2         |           | 226.1            |            |             | 0                       | 1                     | 3                   | 6                   | 2                 | 7                  | 7             | 26               |
| Oceanside          | Cassidy St           | 2         |           | 228.0            |            |             | 0                       | 4                     | 2                   | 1                   | 3                 | 0                  | 4             | 14               |
| Oceanside          | Oceanside Lwr        | 2         |           | 225.9            |            |             | 0                       | 1                     | 4                   | 4                   | 2                 | 12                 | 9             | 32               |
| Ontario            | Euclid Ave           | 1         | B         | 520.1            |            |             | 1                       | 4                     | 2                   | 6                   | 1                 | 3                  | 11            | 28               |
| Ontario            | Grove Ave            | 3         |           | 39.0             |            |             | 5                       | 4                     | 3                   | 1                   | 2                 | 0                  | 5             | 20               |
| Redding            | South St             | 1         | C         | 258.0            |            |             | 0                       | 2                     | 3                   | 3                   | 2                 | 3                  | 7             | 20               |

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Special Conditions Factors for Grade Crossings  
Nominated for Separation Elimination

C-10214 ddb

| <u>Agency</u>         | <u>Crossing Name</u> | <u>RR</u> | <u>BR</u> | <u>Mile Post</u> | <u>Suf</u> | <u>Prop</u> | <u>Veh Spd Limit G1</u> | <u>Train Speed G2</u> | <u>Xing Geom G3</u> | <u>Veh Delay G4</u> | <u>Alt Rte G5</u> | <u>Acc Hist G6</u> | <u>Irr G7</u> | <u>Total SCF</u> |
|-----------------------|----------------------|-----------|-----------|------------------|------------|-------------|-------------------------|-----------------------|---------------------|---------------------|-------------------|--------------------|---------------|------------------|
| Richmond              | 23rd St              | 1         | A         | 14.5             |            |             | 0                       | 3                     | 4                   | 3                   | 1                 | 6                  | 8             | 25               |
| Riverside             | Van Buren Bd         | 2         | B         | 16.4             |            |             | 2                       | 3                     | 5                   | 2                   | 1                 | 4                  | 9             | 26               |
| Riverside             | Arlington Ave        | 2         | B         | 12.4             |            |             | 1                       | 2                     | 5                   | 3                   | 1                 | 5                  | 9             | 26               |
| Salinas               | Market-Front         | 1         | E         | 118.45           |            |             | 0                       | 0                     | 3                   | 1                   | 1                 | 18                 | 13            | 36               |
| Santa Fe Springs      | Carmenita Rd         | 2         |           | 157.3            |            |             | 3                       | 4                     | 3                   | 3                   | 3                 | 9                  | 6             | 31               |
| San Bernardino County | Cherry Ave           | 2         |           | 91.7             |            |             | 4                       | 5                     | 2                   | 6                   | 5                 | 6                  | 6             | 34               |
| San Carlos            | Holly St             | 1         | E         | 23.2             |            |             | 0                       | 4                     | 2                   | 4                   | 4                 | 6                  | 10            | 30               |
| San Carlos            | Brittan Ave          | 1         | E         | 23.8             |            |             | 1                       | 4                     | 2                   | 3                   | 3                 | 1                  | 8             | 22               |
| San Diego             | Smythe Ave           | 36        |           | 13.8             |            |             | 0                       | 1                     | 4                   | 0                   | 1                 | 0                  | 4             | 10               |
| San Gabriel           | San Gabriel          | 1         | B         | 490.2            |            |             | 0                       | 1                     | 4                   | 5                   | 2                 | 5                  | 12            | 29               |
| San Luis Obispo       | South St             | 1         | E         | 252.5            |            | *           | 0                       | 0                     | 0                   | 2                   | 3                 | 0                  | 5             | 10               |
| San Luis Obispo       | Orcutt Rd            | 1         | E         | 253.3            |            |             | 1                       | 1                     | 4                   | 2                   | 5                 | 0                  | 7             | 20               |
| San Mateo             | Laurie Meadow        | 1         | E         | 21.1             |            | *           | 1                       | 5                     | 0                   | 3                   | 3                 | 0                  | 4             | 16               |
| Seaside               | Cnta Csta-Oly        | 1         | EE        | 123.35           |            |             | 0                       | 0                     | 3                   | 0                   | 2                 | 0                  | 3             | 8                |
| Simi Valley           | Madera Rd            | 1         | E         | 432.0            |            | *           | 5                       | 3                     | 0                   | 10                  | 5                 | 0                  | 4             | 27               |
| Torrance              | Torrance Rlc         | 1         | BBG       | 500.73           |            |             | 2                       | 0                     | 3                   | 2                   | 3                 | 3                  | 6             | 19               |

Special Conditions Factors for Grade Crossings  
Nominated for Separation or Elimination

| <u>Agency</u> | <u>Crossing<br/>Name</u> | <u>RR</u> | <u>BR</u> | <u>Mile<br/>Post</u> | <u>Suf</u> | <u>Prop</u> | <u>Veh Spd<br/>Limit<br/>G1</u> | <u>Train<br/>Speed<br/>G2</u> | <u>Xing<br/>Geom<br/>G3</u> | <u>Veh<br/>Delay<br/>G4</u> | <u>Alt<br/>Rte<br/>G5</u> | <u>Acc<br/>Hist<br/>G6</u> | <u>Irr<br/>G7</u> | <u>Total<br/>SCF</u> |
|---------------|--------------------------|-----------|-----------|----------------------|------------|-------------|---------------------------------|-------------------------------|-----------------------------|-----------------------------|---------------------------|----------------------------|-------------------|----------------------|
| Torrance      | Del Amo Blvd             | 2         | H         | 19.5                 |            | *           | 3                               | 0                             | 0                           | 7                           | 2                         | 0                          | 5                 | 17                   |
| Torrance      | Crenshaw Blvd            | 2         | H         | 20.9                 |            |             | 3                               | 0                             | 3                           | 2                           | 5                         | 4                          | 8                 | 25                   |

## APPENDIX D

Special Conditions Factors for Separations  
Nominated for Alteration or Reconstruction

| Agency                | Crossing<br>Name | RR | BR | Mile<br>Post | Suf | Prop | Width       | Height      | Speed       | Load        | Acc         | Irr | Total |
|-----------------------|------------------|----|----|--------------|-----|------|-------------|-------------|-------------|-------------|-------------|-----|-------|
|                       |                  |    |    |              |     |      | Clear<br>S1 | Clear<br>S2 | Reduc<br>S3 | Limit<br>S4 | Struc<br>S5 |     |       |
| Barstow               | First St         | 2  |    | 746.5        | A   |      | 6           | 0           | 2           | 5           | 10          | 6   | 29    |
| Caltrans              | 49-Placer Co     | 1  | AI | 126.3        | B   |      | 0           | 0           | 0           | 0           | 0           | 5   | 5     |
| Caltrans              | 70-Marysville    | 1  | C  | 141.7        | B   |      | 4           | 4           | 5           | 0           | 2           | 8   | 23    |
| Caltrans              | 237-Mt View      | 1  | B  | 37.1         | A   |      | 0           | 0           | 0           | 0           | 3           | 5   | 8     |
| Imperial County       | Quick Rd         | 1  | B  | 728.3        | B   |      | 6           | 10          | 5           | 0           | 10          | 9   | 40    |
| Orange County         | Crown Valley     | 2  |    | 193.1        | A   |      | 0           | 0           | 5           | 0           | 8           | 8   | 21    |
| Santa Barbara County  | Hollister Ave    | 1  | E  | 365.7        | B   |      | 0           | 0           | 2           | 0           | 10          | 8   | 20    |
| San Bernardino County | Barton Rd        | 1  | BJ | 541.1        | A   |      | 6           | 0           | 0           | 0           | 0           | 4   | 10    |
| San Diego             | Imperial Ave     | 36 | D  | 3.1          | B   |      | 10          | 4           | 0           | 0           | 2           | 9   | 25    |
| San Diego             | Harbor Dr        | 2  |    | 268.9        | A   |      | 6           | 0           | 0           | 0           | 1           | 10  | 17    |



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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> | $\frac{V \times T}{C \times 24}$ | <u>SCF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|-----------------------|----------------------|-----------|-----------|------------------|------------|-------------|----------------------------------|------------|------------------------------|------------------------|
| Torrance              | Crenshaw Blvd        | 2         | H         | 20.9             |            |             | 41                               | 25         | 66                           | 1                      |
| Bakersfield           | Truxtun Ave          | 2         |           | 889.25           |            | *           | 24                               | 28         | 52                           | 2                      |
| Butte County          | Baggett-Mrys         | 4         |           | 202.7            |            |             | 22                               | 29         | 51                           | 3                      |
| Caltrans              | 112-Sn Leando        | 1         | L         | 14.9             |            |             | 17                               | 34         | 51                           | 4                      |
| Orange County         | Crown Valley         | 2         |           | 193.1            | A          |             | 28                               | 21         | 49                           | 5                      |
| Salinas               | Market-Front         | 1         | E         | 118.45           |            |             | 12                               | 36         | 48                           | 6                      |
| Fremont               | Durham-Grimer        | 1         | DA        | 34.7             |            |             | 7                                | 38         | 45                           | 7                      |
| San Bernardino County | Cherry Ave           | 2         |           | 91.7             |            |             | 10                               | 34         | 44                           | 8                      |
| Anaheim               | Katella Ave          | 1         | BK        | 512.4            |            |             | 17                               | 26         | 43                           | 9                      |
| Fairfield             | Main-Rio Vista       | 1         | A         | 49.0             |            |             | 7                                | 36         | 43                           | 10                     |
| Burlingame            | Broadway             | 1         | E         | 15.2             |            |             | 16                               | 27         | 43                           | 11                     |

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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 Prop</u> | $\frac{V \times T}{C \times 24}$ | <u>SCF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|--------------------|----------------------|-----------|-----------|------------------|-----------------|----------------------------------|------------|------------------------------|------------------------|
| Santa Fe Springs   | Carmenita Rd         | 2         |           | 157.3            |                 | 9                                | 31         | 40                           | 12                     |
| Los Angeles County | Alondra-La Mr        | 2         |           | 159.6            |                 | 7                                | 33         | 40                           | 13                     |
| San Carlos         | Holly St             | 1         | B         | 23.2             |                 | 9                                | 30         | 39                           | 14                     |
| Los Angeles County | Eastern-Comm         | 2         |           | 147.3            |                 | 16                               | 22         | 38                           | 15                     |
| Riverside          | Van Buren Bd         | 2         | B         | 16.4             |                 | 12                               | 26         | 38                           | 16*                    |
| Hayward            | A St                 | 1         | D         | 20.0             |                 | 8                                | 30         | 38                           | 17                     |
| Caltrans           | So 47th St           | 1         | A         | 13.1             |                 | 4                                | 34         | 38                           | 18                     |
| San Gabriel        | San Gabriel          | 1         | B         | 490.2            |                 | 9                                | 29         | 38                           | 19                     |
| Caltrans           | 138-Sn Brndo         | 2         |           | 60.9             |                 | 3                                | 34         | 37                           | 20                     |
| Oceanside          | Oceanside Lwr        | 2         |           | 225.9            |                 | 5                                | 32         | 37                           | 21                     |

\* Project will not be able to proceed during fiscal 1977-78.

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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 Prop</u> | <u>V x T<br/>C x 24</u> | <u>SCF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|--------------------|----------------------|-----------|-----------|------------------|-----------------|-------------------------|------------|------------------------------|------------------------|
| Barstow            | First St             | 2         |           | 746.5            | A               | 8                       | 29         | 37                           | 22                     |
| Dunsmuir           | Scherrer-Btfy        | 1         | C         | 321.7            |                 | 3                       | 33         | 36                           | 23*                    |
| Ontario            | Euclid Ave           | 1         | B         | 520.1            |                 | 7                       | 28         | 35                           | 24                     |
| Riverside          | Arlington Ave        | 2         | B         | 12.4             |                 | 8                       | 26         | 34                           | 25*                    |
| Los Angeles County | Greenwood-Mtb        | 2         |           | 149.5            |                 | 7                       | 25         | 32                           | 26                     |
| Caltrans           | 237-Snta Clara       | 1         | L         | 39.8             |                 | 5                       | 27         | 32                           | 27                     |
| Oceanside          | Downtown Lwr         | 2         |           | 226.1            |                 | 5                       | 26         | 31                           | 28                     |
| Irvine             | Irvine Lwr           | 2         |           | 180.5            |                 | 2                       | 29         | 31                           | 29                     |
| Torrance           | Torrance Rlc         | 1         | BEG       | 500.73           |                 | 11                      | 19         | 30                           | 30                     |
| Indio              | Monroe St            | 1         | B         | 609.7            |                 | 5                       | 25         | 30                           | 31*                    |
| Caltrans           | 79-Beaumont          | 1         | B         | 562.4            |                 | 7                       | 22         | 29                           | 32                     |

\* Project will not be able to proceed during fiscal 1977-78.

APPENDIX E  
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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 Prop</u> | $\frac{V \times T}{C \times 24}$ | <u>SCF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|---------------------|----------------------|-----------|-----------|------------------|-----------------|----------------------------------|------------|------------------------------|------------------------|
| San Carlos          | Brittan Ave          | 1         | E         | 23.8             |                 | 7                                | 22         | 29                           | 33**                   |
| Richmond            | 23rd St              | 1         | A         | 14.5             |                 | 4                                | 25         | 29                           | 34**                   |
| Los Angeles County  | Rt 105 Rlc           | 1         | BBL       | 491.91           |                 | 1                                | 28         | 29                           | 35**                   |
| Caltrans            | 237-Mt View          | 1         | B         | 37.1             | A               | 21                               | 8          | 29                           | 36                     |
| Caltrans            | 180-Fresno           | 2         |           | 997.8            |                 | 5                                | 23         | 28                           | 37                     |
| Caltrans            | 70-Marysville        | 1         | C         | 141.7            | B               | 5                                | 23         | 28                           | 38                     |
| Torrance            | Del Amo Blvd         | 2         | H         | 19.5             | *               | 11                               | 17         | 28                           | 39                     |
| Contra Costa County | Somersville          | 1         | B         | 52.10            |                 | 6                                | 21         | 27                           | 40                     |
| Fresno County       | Chestnut Ave         | 1         | B         | 210.3            |                 | 2                                | 25         | 27                           | 41                     |
| Los Angeles County  | Hollywood Way        | 1         | B         | 469.4            |                 | 3                                | 24         | 27                           | 42                     |
| Caltrans            | 84-Yolo Co           | 1         | A         | 87.5             | B               | *                                | 12         | 15                           | 27                     |
| San Diego           | Imperial Ave         | 36        | D         | 3.1              | B               | 1                                | 25         | 26                           | 44                     |

\*\* Project will not be able to proceed during fiscal 1977-78.

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| <u>Agency</u>        | <u>Crossing Name</u> | <u>RR</u> | <u>BR</u> | <u>Mile Post</u> | <u>Suf Prop</u> | $\frac{V \times T}{C \times 24}$ | <u>SGF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|----------------------|----------------------|-----------|-----------|------------------|-----------------|----------------------------------|------------|------------------------------|------------------------|
| Santa Barbara County | Hollister Ave        | 1         | E         | 365.7            | B               | 6                                | 20         | 26                           | 45**                   |
| Norwalk              | Imperial Hwy         | 1         | BK        | 498.0            |                 | 5                                | 20         | 25                           | 46                     |
| Oceanside            | Wisconsin Lwr        | 2         |           | 226.8            |                 | 4                                | 20         | 24                           | 47                     |
| San Diego            | Harbor Dr            | 2         |           | 268.9            | A               | 7                                | 17         | 24                           | 48                     |
| Los Angeles County   | Grand-Industry       | 1         | B         | 508.5            | *               | 4                                | 20         | 24                           | 49                     |
| Anaheim              | Lincoln Ave          | 2         |           | 167.7            |                 | 6                                | 17         | 23                           | 50                     |
| Ontario              | Grove Ave            | 3         |           | 39.0             |                 | 3                                | 20         | 23                           | 51                     |
| Hayward              | A St                 | 4         |           | 20.2             |                 | 3                                | 20         | 23                           | 52                     |
| Caltrans             | 41-Fresno            | 1         | B         | 205.9            |                 | 3                                | 20         | 23                           | 53                     |
| San Luis Obispo      | Orcutt Rd            | 1         | E         | 253.3            |                 | 2                                | 20         | 22                           | 54                     |
| Redding              | South St             | 1         | C         | 258.0            |                 | 2                                | 20         | 22                           | 55                     |
| Newark               | Cedar Blvd           | 1         | L         | 30.0             |                 | 5                                | 16         | 21                           | 56                     |
| Los Angeles County   | Florence-Hunpk       | 1         | BG        | 488.3            |                 | 3                                | 17         | 20                           | 57                     |

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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> | $\frac{V \times T}{C \times 24}$ | <u>SCF</u> | <u>Priority Index Number</u> | <u>Priority Number</u> |
|-----------------------|----------------------|-----------|-----------|------------------|------------|-------------|----------------------------------|------------|------------------------------|------------------------|
| Anaheim               | Lincoln Ave          | 1         | BK        | 508.5            |            |             | 5                                | 14         | 19                           | 58                     |
| Newark                | Newark Blvd          | 1         | DAB       | 38.1             |            | *           | 6                                | 13         | 19                           | 59                     |
| San Mateo             | Laurie Meadow        | 1         | E         | 21.1             |            | *           | 3                                | 16         | 19                           | 60                     |
| Chico                 | Dayton Rd            | 1         | C         | 183.8            |            |             | 2                                | 16         | 18                           | 61                     |
| Los Angeles           | Winnetka Ave         | 1         | E         | 447.8            |            | *           | 3                                | 14         | 17                           | 62                     |
| Oceanside             | Cassidy St           | 2         |           | 228.0            |            |             | 1                                | 14         | 15                           | 63                     |
| Caltrans              | 49-Placer Co         | 1         | AI        | 126.3            | B          |             | 10                               | 5          | 15                           | 64                     |
| Newark                | Newark Consld        | 1         | DAB       | 36.7             |            |             | 0                                | 14         | 14                           | 65                     |
| Oceanside             | Hill St              | 2         | E         | 0.3              |            |             | 1                                | 10         | 11                           | 66                     |
| San Diego             | Smythe Ave           | 36        |           | 13.8             |            |             | 0                                | 10         | 10                           | 67**                   |
| San Bernardino County | Barton Rd            | 1         | BJ        | 541.1            | A          |             | 0                                | 10         | 10                           | 68**                   |

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