BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of and an amplifulation establishing a list for the fiscal years 1992-93 and 1993-94 of existing and proposed crossings at >> and of stylenocolds grade of city streets, county) FILED
roads, or state highways most) PUBLIC UTILITIES COMMISSION
urgently in need of separation; SEPTEMBER 25, 1991 or projects effecting the SAN FRANCISCO OFFICE elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing) separations in need of alteration) or reconstruction as contemplated to a contempla by Section 2452 of the Streets and) The section of Highways Code. $rac{1}{2}$, which is the property $rac{1}{2}$. The property $rac{1}{2}$

ORDER INSTITUTING INVESTIGATION ON DELICIONAL SECONDE SERVE

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The same access of the contract and comments of By July 1 of each year, the California Public Utilities Commission (Commission) is required pursuant to Streets and Highways (S&H) Code Section 2452 to establish and furnish to the California Transportation Commission (CTC) a priority list of railroad grade separation projects most urgently in need of separation, including the elimination of existing or proposed grade crossings, the elimination of grade crossings by removal or relocation of streets or railroad tracks, and existing grade separations most urgently in need of alteration or reconstruction. The list, based on criteria established by the Commission, includes projects on city streets, county roads, and state highways which are not freeways as defined in S&H Code Section: 257,500 . The last course from the color of the colors of the c

Funding for projects included on each annual priority list is provided by S&H Code Section 190, and the basis for allocation and state requirements are contained in S&H Code Sections 2450-2461. On projects which eliminate an existing crossing or alter or reconstruct an existing grade separation, an allocation of 80% of the estimated cost of the project is made, with the local agency and railroad each contributing 10%. An allocation of 50% of the estimated cost of the project is made

for a proposed crossing project, with the remaining 50% appropriate contributed by the local agency and the remaining 50% appropriate contributed by the local agency.

Subsequent to the Commission's issuance of the Annual Grade Separation Priority List, applications to California Department of Transportation (CALTRANS) for an allocation of funds are accepted no later than April 1 of each fiscal year. Requirements of filing an application for an allocation of funds are more specifically set forth in the California Administrative Code, Title 21, Chapter 2, Subchapter 13, Grade Separation Projects-Applications for Allocations or Supplemental Allocations. A copy of Subchapter 13 is attached as Appendix 1.

A COMPUNICACIÓN TO COMPONE COM SO MODERNACION CARROLLEGA DICARDA ESTA ESPORAR

Interim Decision (D.) 88-06-050, dated June 17, 1988, instituted a two-year program in which nominations are submitted and hearings are held every other year. In the alternate year, the Commission will submit a list to the CTC which has been revised to delete those projects actually funded for the fiscallyear in which hearings are held. Interim Decision 90-06-058, dated June 20, 1990, in I.89-09-021 established the 34th annual priority list of projects for the 1990-91 fiscal year. Final Decision 91-06-016, dated June 5, 1991, established the 35th annual priority list for fiscal year 1991-92. This list will expire on June 30, 1992 necessitating the establishment of a new priority list for the 1992-93 and 1993-94 fiscal years.

ALL AGENCIES CONTEMPLATING THE POSSIBLE NOMINATION OF A PROJECT FOR FISCAL YEAR 1993-94 ARE HEREBY PLACED ON NOTICE THAT THERE WILL BE NO SEPARATE PROCEEDINGS FOR FISCAL YEAR 1993-94. THEREFORE, TO <u>ASSURE</u> ELIGIBILITY FOR FUNDING OF A PROJECT DURING FISCAL YEAR 1993-94, IT MUST BE NOMINATED FOR THIS INVESTIGATION.

The Commission will consider projects nominated by cities, counties, cities and counties, CALTRANS, and the various railroad companies operating within the state for inclusion on the 1992-93 and 1993-94 Grade Separation Priority Lists.

The Commission is responsible for establishing criteria to be used in determining the priority of the projects nominated for separation or alteration. By Decision 90-06-058, we adopted

a new formula as shown on Appendix 20 The Safety Division according proposes to use the same formula in evaluating the 1992-93 and 1993-1994 nominations.

SEN Code Section 2460-7 authorizes a local agency to construct a project on the priority list prior to the time that it reaches a high enough position for funding. The following conditions will be applied to prioritize grade separation projects on which construction has commenced:

- 1. The project must have been nominated for the fiscal year during which construction commenced.
- The project must be renominated for the fiscal year during which funding consideration is desired.
- 3. The nomination must include the same data as included in the nomination for the fiscal year during which construction commenced with the exception of construction cost data.
- 4. Cost data included in the nomination shall be:
 - a. Final costs for completed projects.
 - b. Currently anticipated final costs for projects still under construction.
- 5. All projects nominated under the provisions of Section 2460.7 shall also comply with the filing requirements set forth in this order.

In prior investigations for establishing the grade separation priority list, the Order Instituting Investigation (OII) was mailed to all cities and counties. However, usually less than 50 such agencies actually participated in the OII by filing nominations. To reduce reproduction, handling and mailing costs, the Safety Division mailed the notice appearing on Appendix 3 to cities, counties and other interested parties. Those agencies interested in this investigation were requested to

return the bottom portion of the notice so that this OII would be then be mailed to them. This OII will also appear on the company Commission's Daily and Transportation Calendars. We believe this to be fair and sufficient notice of this investigation.

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IT IS ORDERED that 20 and padd not carrow fourth no appoint to

- 1. An investigation on the Commission's own motion is instituted for the purpose of establishing a new priority list for fiscal years 1992-93 and 1993-94 of existing or proposed railroad grade crossings of public streets, roads, or highways most urgently in need of separation, projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, and existing separation structures most urgently in need of alteration or reconstruction as required by Streets and Highways (S&H) Code Section 2452.
- 2. The Executive Director shall serve a copy of this order on the following:

Every city or county that returns the bottom portion of the OII notification (Appendix 3)

Every railroad corporation

California Department of Transportation

California Transportation Commission

League of California Cities

County Supervisors Association

3. Public agencies or railroad corporations desiring to have a particular crossing or crossings, separation or separations considered for inclusion in the 1992-93 and 1993-94 list, to be established under S&H Code Section 2452, shall file the original and four copies of their nomination(s) with the California Public Utilities Commission, Docket Office, 505 Van Ness Avenue, San Francisco, CA 94102. After filing, the Docket

Office shall transmit four copies of each nomination to Safety Division, Railroad Safety Branch. All nominations shall be received by the California Public Utilities Commission in San Francisco no later than 4:00 p.m. on December 2, 1991. Each nominating body is also required to provide one copy of its nomination to each of the appropriate railroads (addresses contained in Appendix 4), each of the CALTRANS addressees listed in Appendix 4, each of the additional parties listed in Appendix 4, and any other affected party.

- 4. Each nomination shall include the following data:
 - a. A statement indicating the need for the project.
 - b. A statement indicating that the nominating agency can or cannot complete the pre-allocation requirements, as set forth in S&H Code Section 2456, prior to April 1, 1993 for fiscal year 1992-93 and prior to April 1, 1994 for fiscal year 1993-94.
 - c. A location map of the project, on paper 8-1/2 inches by 11 inches in size (scale 1" = 500' ±), showing existing streets, highways, and railroads. The proposed alignment of the grade separation shall also be shown.
 - d. Two photographs (minimum size, 3-1/2 inches by 5 inches) of the crossing, one from each direction of approach.
 - e. A statement indicating the type of project.
 - f. For existing or proposed crossings nominated for separation or elimination, a completed Nomination Form GSN-1 (Appendix 5).
 - g. For proposed crossing projects, a discussion of the physical practicability of constructing an at-grade crossing in the general area of the proposed separation. The discussion shall be supported by a plan and centerline profile of an at-grade crossing reproduced on paper 8-1/2 inches by 11 inches in size. No discussion of economic feasibility is required. Only a description of the physical features of the surrounding terrain which would allow the construction of an at-grade crossing is required. If sufficient evidence is not presented that construction of an at-grade crossing is

- practicable; the project will be excluded from the o The list- publication of A defeated groups contained another than
 - h. For existing grade separations nominated for alteration or reconstruction, a completed Nomination Form GSN-2 (Appendix 6).
 - i. A description of the existing and proposed separation structures, including acute structural deficiencies, shall be included with the nomination. Constitution for the second waves of the
 - j. Data submitted in the nomination must be based on verifiable facts occurring on or before the nomination filing date. Speculative data involving events anticipated to occur at some time in the future will not be considered.
 - k. Agencies nominating projects shall file, with their nomination, prepared testimony which fully supports the nomination. Nominating agencies shall promptly furnish a copy of their nomination and prepared testimony to any party making a written request to the nominating agency. The use of prepared testimony is required to reduce hearing time and expedite the proceeding for the benefit of all concerned.
 - 1. All nominations shall be verified by the nominating party. Verification may be made before a notary public or by certification or declaration under penalty of perjury.
 - m. All information relating to the urgency of the project shall be filed with the nomination in affidavit form. And the bold of the strong A.
- 5. Nominations shall not include multiple projects which are separate and distinct and clearly severable. The combining of severable projects precludes the Commission from effectively determining which projects are most urgently in need of separation or alteration as required by S&H Code Section 2452. Projects for the elimination of existing grade crossings and for the elimination of proposed grade crossings shall not be combined in a single nomination. (See D.86-06-073 at pp. 17-19.)
- 6. If a nomination is to be considered as a project for the elimination of existing grade crossings, and eligible for 80

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percent funding, all data included in the nomination must be premised on all of the crossings proposed to be closed.

- 7. A nominating agency may elect to exclude preconstruction costs (engineering, right-of-way, preparation of environmental impact reports, and utility relocation), which are not sufficient to meet S&H Code Section 2454 requirements; that is, those preconstruction cost which are less than the local agency share of the total costs. In order for preconstruction costs to be eligible for exclusion, the funds must have been expended on or before February 28th of the year in which the hearings are being held. The involved agency may be required to submit evidence in support of the fact that the funds have been expended. To the extent that preconstruction costs are excluded from a project's cost for the purpose of a nomination, the costs will be considered as non-participating; that is, the railroad will not be required to contribute 10 percent of the excluded preconstruction costs.
- 8. In addition to submitting the Grade Separation Nomination Form, each party, or its representative, nominating a crossing for inclusion in the Grade Separation Priority List is required to appear in person at either the San Francisco or Los Angeles hearings to present evidence concerning its nomination. Supplemental data may be submitted at the hearings in support of a nomination. The data may include facts not known at the time of nomination filing date, such as crossing accidents occurring after the nomination filing date but on or before January 31st of the year during which the hearings are held. Verification of all supplemental data must be received by the staff no later than one week after the last scheduled day of hearing.
- 9. Appearance schedules will be published after all nominations have been received. Appearances will be limited to one witness per project. MORNES ROSSES CONTROL
- 10. Agencies anticipating the need for an allocation A CAW greater than \$5,000,000 should be prepared to present evidence at

the Grade Separation Priority List hearings to justify the Tandang additional award. The openior appropriate the to the money appropriate the second appropriate

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o note S&H.-Code Section 2454 (g) states: Company neighbors and

"(g) Notwithstanding the provisions of Subdivisions (a) to (f), inclusive, the total of such allocations for a single project shall not exceed five million dollars (\$5,000,000) without specific legislative authorization, except that the amount for a single project may be increased to either (1) an amount that includes the federal construction cost index increase each year since 1976, or (2) an amount which does not exceed one-third of the total funds appropriated for grade separation projects for the year of allocation, whichever amount is less, as determined each year by the Public Utilities Commission."

- 11. Failure to supply all of the requested information or to appear before the Commission will constitute grounds for exclusion of a project from the 1992-93 and 1993-94 Grade Separation Priority List
- 12. Public hearings in the investigation will be held before the assigned Administrative Law Judge at dates, times, and locations to be announced.

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Dated September 25, 1991, at San Francisco, California.

PATRICIA M. ECKERT
President

JOHN B. OHANIAN

DANIEL WM. FESSLER

NORMAN D. SHUMWAY

Commissioners

Commissioner G. Mitchell Wilk, being necessarily absent, did not participate.

WAS APPROVED BY THE ABOVE DOES OF DESCRIPTION DESCRIPTION OF DESCR

MAN. Executive Director

'n

APPENDIX 1 Sheet 1 of 5

GRADE SEPARATION

TITLE 21 Department of Transportation (Register 82, No. 34--8-21-82)

SUBCHAPTER 13, GRADE SEPARATION PROJECTS -- APPLICATIONS FOR ALLOCATIONS OR SUPPLEMENTAL ALLOCATION

Article 1. Applications

1552. Last Date to File.

April 1 of each fiscal year is the last date on which applications for allocation of grade separation funds in that fiscal year can be filed; provided, however, if April 1 is a Saturday, Sunday, or a State of California holiday, then the last date of filing shall be the next business day following April 1. Filing is accomplished by filing the application with the Department of Transportation in the manner hereafter stated.

1553. Place to File. The many of the contract of the contract

The complete application in triplicate must be received in the Office of the District Director of Transportation. State of California, in the transportation district in which the applicant is located, no later than 4:00 p.m. on the last day for filing.

1554. Contents of Application.

The complete application must include a written request for an allocation in a specified monetary amount along with copies of each of the following attached to it:

- (a) All necessary orders of the Public Utilities Commission of the State of California. Necessary orders of the Public Utilities Commission include:
- (1) An order authorizing construction of the project;
 - (2) A statement of the applicant's position on the annual priority list established by the Public Utilities Commission pursuant to Streets and Highways Code Section 2452;

APPENDIX L

GRADE SEPARATION (Cont.)

- (3) In case the applicant and affected railroad or railroads cannot agree as to the apportionment of the cost of the project between them, an order apportioning such cost pursuant to Public Utilities Commission Code Section 1202.5, but in no case shall an allocation be made unless the railroad or railroads contribute no less than the amount required by Section 2454 of the Streets and Highways Code, except as may be otherwise provided by law.
- (b) All necessary agreements with the affected railroad or railroads fully executed by railroad or railroads and applicant. The necessary agreements with the railroad include:
 - (1) Permission to enter upon railroad right of way for construction, or, in lieu thereof, an order of the Public Utilities Commission or of a court of competent jurisdiction authorizing such entry for construction purposes;
 - (2) A description of the project on a plan setting forth the area and items of the project and the particular area and items of the project to which the railroad or railroads agree to contribute;
 - (3) The percentage of railroad's or railroads' contribution to the cost of the area and items to which railroad or railroads agree to contribute;
 - (4) Identification and estimated cost of the area and items to which railroad or railroads do not contribute;
- (5) Agreement that railroad or railroads shall contribute a minimum of 10 percent of the cost of the project without a maximum dollar limitation on the railroad's contribution, except that the contribution may be less than 10 percent of the cost of the project where expressly so provided by law.

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GRADE SEPARATION (Cont.)

- (6) When two or more railroads are affected by a project, their combined contribution must be a minimum of 10 percent of the cost of the project without a maximum dollar limitation on the combined contribution may be less than 10 percent of the cost of the project when expressly so provided by law.
- (c) A certified resolution by the applicant's governing body authorizing the filing of an application.
- (d) Certified resolution by the applicant's governing body stating that all matters prerequisite to the awarding of the construction contract can be accomplished within one year after allocation of the funds for the project by the California Transportation Commission.
- (e) A certified resolution by applicant's governing body stating that sufficient local funds will be made available as the work of the project progresses.
- (f) Copies of all necessary Environmental Impact Reports or Negative Declarations, with a certified Notice of Determination and approval or acceptance of these documents by the Lead Agency. In cases where an Environmental Impact Statement or Negative Declaration has been prepared for the project pursuant to the requirements of the National Environmental Policy Act of 1969 and implementing regulations thereto, such documents may be submitted in lieu of an approved Environmental Impact Report or Negative Declaration and Notice of Determination, provided the Environmental Impact Statement or Negative Declaration fully develops the factors required in Title 14, Section 15143, of the State Administrative Code including Title 20, Section 17.1 (d) (2), of the State Administrative Code and such Environmental Impact Statement or Negative Declaration has received Federal approval.
- (g) General plan of the project, including profiles and typical sections.
- (h) Project cost estimate, which is to be broken down to construction, preliminary and construction engineering, work by railroad forces, right of way costs, and utility relocation.

APPENDIX close Sheet 4 of 5

GRADE SEPARATION (Cont.)

N155500 Project: Limitation For the graph reduced to

Participation of the grade separation fund is limited to only that portion of the project which, in the determination of the California Transportation Commission, is necessary to make the grade separation operable and to effect the separation of grades between the highway and the railroad track or tracks, or necessary to effect the relocation of track or highway. Off-track maintenance roads shall be nonparticipating unless the existing access for maintenance purposes is severely impaired by the project. Participating items include, but are not limited to, approaches, ramps, connections, drainage, erosion control of slopes, such as ivy, iceplant, and rye grass, and preconstruction costs, such as right of way acquisition, preparation of environmental impact reports and utility relocation, necessary to make the grade separation operable. In any dispute as to scope of project or qualification of an item, the decision of the California Transportation Commission shall be conclusive.

1556. Allocation Limitation.

Initial allocation of grade separation funds by the California Transportation Commission shall be limited to that based upon applicant's estimate of cost of project specified by applicant and utilized by the Public Utilities Commission of the State of California in establishment of applicant's priority pursuant to Streets and Highways Code Section 2452 of the State of California, and in no case shall an original and supplemental allocation for a single project exceed a total of five million dollars (\$5,000,000) without specific legislative authorization in effect for the project at the final date and time for filing an application. A planned project must be a complete and operable project, and effect the separation of grades, relocation of the highways or railroad, in order to qualify for an allocation.

Article 2. Supplemental Allocation

1557. Last Date to File. The Lander of the Mark

The last date on which an application for a supplemental allocation can be filed for the subsequent fiscal year is May 1 of the current calendar year. If May 1 is a Saturday, Sunday or a State of California holiday, then the last date of filing shall be the next business day following May 1. A formal application must be filed by the applicant, accompanied with the project final report.

APPENDIX 1 Sheet 5 of 5

GRADE SEPARATION (Cont.)

1558. Place to File.

The complete application in triplicate must be received in the Office of the District Director of Transportation, State of California, in the transportation district in which the applicant is located, no later than 4:00 p.m. on the last day for filing.

1559. Contents of Application.

The application must include a written request for a supplemental allocation in a specified amount along with copies of each of the following attached thereto.

- (a) A certified resolution by the applicant's governing body certifying that:
 - (1) Applicant has authority to make request for supplemental allocation;
 - (2) The project has been completed and has been accepted by the governing body;
 - (3) The actual and final cost of the project has been determined and is set forth in the supplemental application;
 - (4) All costs set forth in the request for a supplemental allocation were necessary to make the grade separation operable and effect the separation of grades or the relocation of track or highway.
 - (5) That railroad or railroads have contributed 10 percent of the cost of the project unless a lesser contribution is expressly provided by law.
- (b) Evidence that funds would have been allocated for the project had the actual cost been used by the Public Utilities Commission of the State of California in determining the project's ranking on the priority list.
- (c) A final accounting of the cost of the project with a statement explaining in detail why the original allocation was not sufficient.

APPENDIX 2 Sheet: 1 of 6

FORMULA FOR CROSSINGS NOMINATED FOR SEPARATION OR ELIMINATION

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Where:

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V = Average 24-Hour Vehicular Volume

C = Total Cost of Separation Project
(In Thousands of Dollars)

T = Average 24-Hour Train Volume F = Cost Inflation Factor (Use F = 11 for 1992-93 & 1993-94 F.Y. Priority List Based on the Current Construction Cost Index)

AH = Accident History

BD = Blocking Delay at Crossing SCF = Special Conditions Factor

SCF = VS' + RS + CG + AR + PT + OF

Where:

Points Possible

The second VS = Vehicular Speed Limit

VS - Venicular Speed Limit

RS = Railroad Prevailing Maximum Speed

0 - 7

CG = Crossing Geometrics

AR = Alternate Route Availability

PT = Passenger Trains

0 - 5

0 - 7

0 - 7

0 - 10

0 - 16

Total Points (0 - 50

POINTS IN EACH CATEGORY ARE ASSIGNED ACCORDING TO THE FOLLOWING SCHEDULE: SCHEDULE:

AH = Accident History (10 Years) Each reportable train-involved accident

Points = $(1 + 2 \times No. Killed +$ No. Injured) x PF*

*PF = Protection Factor for:

Std. #9 = 1.0

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

APPENDIX 2 Sheet 2 of 6

- Note 1. No more than three points shall be allowed for each accident prior to modification by the protection factor. The state of
- 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. The NAST AND STREET OF THE SECTION O

BD = Crossing Blocking Delay Per Train 1: 61 . 62000 5 0

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OF = Other Factors

0 - 16 points based on:
secondary accidents, emergency vehicle usage,
passenger buses, school buses, hazardous materials trains and trucks, community impact.

APPENDIX 2 Sheet 4 of 6

FORMULA FOR EXISTING SEPARATIONS NOMINATED FOR ALTERATION OR RECONSTRUCTION

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	HC = Height Clearance	- 299, c = - 101 a	0 - 10
	SR = Speed Reduction or Slo	ow order	0 - 5
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11(N) but less than 12(N)

Less than 11(N)

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APPENDIX 2 Sheet 5 of 6 0 00 0 tooks

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Overpass

Underpass

<u>Height (feet)</u>	Points
22 1/2' and above	0
20' but less than 22 1/2 18' but less than 20'	8
Tess than 18'	10

SR = Speed Reduction or Slow Order

	Points
None	0
Moderate	2
Severe	5

LL = Load Limit

None	0
	2
Moderate	=
Severe	5

AS = Accidents at or Near Structure (10 years)

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

C MACHEGGA APPENDIX-2-10 Sheet 6 of 6

	Sheet 6 of 6	
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APPENDIX 3

IMPORTANT NOTICE

August 30, 1991

TO: CITIES, COUNTIES AND INTERESTED PARTIES

Re: Establishment of the 1992-93 & 1993-94 Grade Separation Priority List under Streets and Highways Code Section 2452.

On September 25, 1991, the Commission will be issuing an Order Instituting Investigation (OII) for the purpose of establishing the 1992-93 and 1993-94 priority list of railroad/highway grade separation projects eligible for state funding. The Department of Transportation (Caltrans) uses this list to allocate \$15,000,000 (\$5 million maximum per project each fiscal year) to assist local governments in financing grade separation projects.

If you are interested in the grade separation priority list program and would like to receive the OII, please detach the bottom portion of this letter and return it no later than September 30, 1991. The OII includes an explanation of the grade separation priority list program, the application and the requirements for filing. The OII also includes the criteria and formula used to rank all nominations. If your agency wishes to nominate grade separation project(s) for inclusion on the priority list, you must return this form and actively participate in the investigation in the manner set forth in the OII. Unless we hear from you, the OII will not be mailed to your agency.

If you have any questions, please contact Tack Joe at (415) 557-9884 or Raymond Wong at (213) 620-3978 or (213) 897-3924.

Very Truly Yours,

William L. Oliver, Director Safety Division		
Mail to:	California Public Utilities Commission Attn: Tack Joe, Railroad Safety Branch 505 Van Ness Avenue San Francisco, CA 94102	
	ce me/my agency on the mailing list for the Order of Investigation to establish the 1992-93 and 1993-94	

Railroad/Highway Grade Separation Priority List.

AGENCY NAME	
ADDRESS	
CITY	ZIP CODE
CONTACT PERSON NAME	
ritle	TELEPHONE NUMBER ()

APPENDIX 4
Sheet 1 of 2

ADDRESS LIST GRADE SEPARATION NOMINATION DEPARTMENT OF THE PROPERTY OF THE P

RAILROADS

Alan C. Goudy, President Amador Railroad Company 909 Terminal Sales Bldg. Portland, OR 97205 න වන්න අතර නැති වෙන අතර වෙන්න වෙ වෙන්න වෙ

Annette L. Polte General Manager Amador Central Railroad Co. P.O. Box 66 Martell, CA 96564

L.E. Mueller, General Manager Burlington Northern Railroad Co. Port of Sacramento colorate and 2000 First Interstate Center

G. J. Allen, General Manager California Western Railroad (DBA: Mendocino Coast Railway)
P.O. Box 907
Fort Bragg; CA 95437

John Kosack, General Manager Eureka Southern Railroad Co.

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R. A. Igo, General Manager Harbor Belt Line Railroad P.O Box A Wilmington, CA 90748

Richard Levin, President Levin-Richmond Terminal Corp. (Parr Terminal Railroad) 402 Wright Avenue Richmond, CA 94804

Edward McSpedon, CEO - Exec. Dir. Los Angeles County Transportation Commission - RCC 818 W. 7th St Los Angeles, CA 90017

Dan A. Lovelady, V.P. & G.M. McCloud River Railroad Co. P. O. Box 1500 McCloud, CA 96057

dieferra Relilieotte Company James L. Beard, President Modesto & Empire Traction Company P. O. Box 3106 Modesto, CA .95353 orcoM .A max

Jeanty Change, Bunca V. 👉

Morrational Markina Transportation of the Tom Schueler, Dir Sof Engineering Sacramento-Yolo Port Seattle, WA 98104 Mod . G. . C. District Belt Railroaded . C. . S. District Belt Railr West Sacramento CA 695691 0200

A.G. Beckman, Dir. of Operations . TOPorthofoStockton@ , political vox Stockton Public Belt Railroad P. O. Box 2089 vnnqno0 vaviltak Stockton/ CAR 9520168 .08 0770

Thomas G. Matoff, General Manager Sacramento Regional Transits of Dist. Light@Rail Project onorth P.O. Box 2110 .50 mism 35001 . Sacramento, CAS95812-2110 Secret

Dennis Kling, General Managers San Diego and Imperials Valley; RR Co. 743 Imperial Avenue and W. 2014 San Diego, 8 CA 92101 oxball miss

Peter Tereschuk, Vice President San Diego TrolleynaInc.sambas V 1255 Imperial Ave. Suite 900 S San Diego, CAS 92101 AD , DTEATHO

Lawrence Reuter, Dir. of Trans. Santa Clara County Transportation Agency 1555 Berger Drive San Jose, CA 95112

APPENDIX 4 Sheet 2 of 2

ADDRESS_LIST GRADE SEPARATION NOMINATION

Mrs. Sue J. Sword, President & L. T. Cecil, V.P. & G.M. Manager Santa Maria Valley Railroad Company P. O. Box 340 Santa Maria, CA 93456 Note A. Loveland, M.A. L. Co. Noolleds Riv & Notices of Co. Jerry Gregg, Exec. V.P.

Sierra Railroad Company
13645 Tuolumne road at the second Sonora pich m95370 and wondersom

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Troit of alternations to be B. D. Schneider, President P.O. Box 1438
Stockton Terminal & Eastern Railroad Sacramento, CA 95812-1438 1330 North Broadway Avenue mapor Stockton, CA 95205

Roy Ketring, Special Project Mgr. The Atchison Topeka and Santa Fe Jeff S. Asay, Staff Attorney
Railway Company Company Union Pacific Railroad Compay Railway Company 2000 xc. .0 .9 5770 So. Eastern Avenue 2000 200 Los Angeles, CA 90040

Jack RusKelly poPresident morrows Trona Railway Companyoza . skild 13068 Main St. Ozala woo .c. Trona(:CA-093562(C) , Ouromoutout

ETOC. May General Manager Manager . C Manion Pacific Railroad Co: 600 4.06 W. First Southing Toom 1 848 Salt Lake City; UT 8410120 mgg

> ಿCarmen: Chappell , President ಉಂಡ Ventura County Railway Co. 1008 P.019 Box 432. GVA 30. 200 GmX 8882 Oxmard, CA 193032/2 .chblc nb8

Yreka Western Railroad Co. ompany P. O. Box 660 Yreka, CA 96097

> (Send one copy to each addressee) CALTRANS

J. E. Robert, Chief
Division of Structures Department of Transportation State of California of cont Attn: Jack Boda - A TobanA P.O. Box 942874 274-0001

Encomey Bonnstetter, Attorney Department of Transportation State of California 2000

> ADDITIONAL PARTIES (Sendyone copy to each addressee)

5500 Ferguson Dr. Ste. J. Los Angeles, CA 90022

Leland E. Butler, Gen. Atty. Southern Pacific Transp. Co. Southern Pacific Building One Market Plaza San Francisco, CA 94105

John, H. Enrster General Attorney-California Santa Fe-Southern Pacific Corp. 5770 South Eastern Avenue Los Angeles, Ch. 90040 no 3

Lavin-Richmond Terminal Corp. (Parr Terminal Railroad) 402 Wricht Avenue Richmond, GN 94884

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Commission - RCC THE MIT IN SER Low Angeles, CA 90017

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALLFORNIA

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elimination of grade crossings by)	1.91-09-037	S
removal or relocation of streets) or railroad tracks, or existing) separations in need of alteration)		ಷ ೧
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V00-00-10.I APPENDIX 5 SHEET 2 OF 7

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TO SELECTION OF THE PROPERTY O NOMINATION REQUIREMENTS

in amount the med medicing account The Order Instituting Investigation (OII) sets forth the requirements for all nominations. Please carefully review the OII and attach all of its required data and information as separate sheets to this nomination form. The following is a summary of the data required by Ordering Paragraph No. 4: 1000 an open-ප්රතිය වේ අත්ත්රයේ ප්රතිය අත් විය. අතුර අතුරුදුරු එක් අතුරුණු අත් අතුරුදුරු අතුරුණු

- a. A statement indicating the need for the project. ya malakalari ozanya ku malararibakiya
- b. A statement regarding ability to complete pre-allocation requirements. c. Location map of the project.
- d. Two photographs.
- e. A statement indicating the type of project.
- g. For proposed crossing projects, a discussion of the physical practicability of constructing an at-grade crossing.
- j. Data submitted in the nomination must be based on verifiable facts occurring on or before the nomination fili

क्षेत्र अवकार्यका वर्षात्र के प्रवास विकासकार भूव

- k. Prepared testimony fully supporting the nomination.
- 1. All nominations shall be verified by the nominating party.
- m. All information relating to the urgency of the project shall be filed with the nomination in affidavit form.

In addition to the above, please provide the following information:

- 1. As part of the need statement, please describe the community impact of the existing at-grade crossing and the proposed separation.
- 2. Describe and discuss each of the following as it applies to your crossing: limited waiting area for the vehicles, traffic signals located near the tracks, parallel road to the track(s), visibility of upcoming crossing, noise impediment, frequently used entrances or exits near the crossing, curvature of roadway or tracks which might hinder the normal observance of possible approaching trains, and other hazard causing elements.
- 3. Describe the current status of the project, i.e., preliminary engineering, design, FUC grade separation application, right of way negotiations/purchase, notice of determination, an environmental impact document, any discussions, negotiations and/or agreements with the railroad, etc.
- 4. If your agency has received any governing body (city council/board of supervisors, etc.) approval, please attach resolution or other documentation. Also, please discuss the availability and source of local matching funds.

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18. For Proposed crossing: (check one) At grade crossing is	In the narrative section, show sufficient evidence that
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At grade crossing is not	construction of an at-grade
practical and feasible	crossing is, or is not physi-
•	cally practical and feasible.
19. Contribution:	
Combribution by the city or county	
equal to or greater than 50% of the	
cost of the project.(yes/no)	
20. Estimated Project Cost (April 1, 1993)	The estimated project cost
Right-of-way allowance\$	shall be as of April 1, 1993.
Preliminary Engineering\$	The cost shall be itemized as
Construction Engineering. \$	shown and any item left blank
Total Engineering\$	shall be explained. The esti-
Bridge Construction\$	mated cost shall be limited
Railroad work\$	to that portion of the project
Highway approaches and	which is necessary to make
connections\$	the grade separation operable
Utility relocation\$	and to effect the separation
Contingencies\$	of grades between the highway
Removing excisting crossing	and the railroad tracks. The
(where applicable)\$	project cost shall be rounded
Total construction cost\$	to the nearest thousand
Total Project cost\$	dollars.

Note: For projects involving more than one crossing, complete the appropriate form for each individual crossing and also show a summary for the complete project.

I.91-09-037 L/ltq

APPENDIX 6 SHEET 1 OF 6

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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of establishing a list for the fiscal years 1992-93 and 1993-94 of existing and proposed crossings at	TEO) contraction to word contraction of the section
grade of city streets, county roads, or state highways most or the urgently in need of separation,) FILED) POHIC UTILITIES COMUSSION) SEPTEMBER 25, 1991
elimination of grade crossings by removal or relocation of streets)
or railroad tracks, or existing separations in need of alteration	Supplementation of the
or reconstruction as contemplated by Section 2452 of the Streets and Highways Code.	ord of goldsesion through a to
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Location 1	Name (street)
Railroad	Company

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T.01-09-037 D/100

NOMINATION REQUIREMENTS

The Order Instituting Investigation (OII) sets forth the requirements for all nominations. Please carefully review the OII and attach all of its required data and information as separate sheets to this nomination form. The following is a summary of the data required by Ordering Paragragh No. 4: 00-1000 again

- a. A statement indicating the need for the projection where we consider the projection where the projection where
- b. A statement regarding ability to complete pre-allocation requirements. ا الله المورد في الوسط المراوم إلى أن ويصفه والدي المصورة المراد المراد المراد المراد المراد المراد المراد الم الراب والمورد المراد المرا
- c. Location map of the project.
- d. Two photographs.
- Problemson of approximately e. A statement indicating the type of projects of to seek noises of
- COMP WINGS i. A description of the existing and proposed separation structures, including acute structural deficiencies.
- j. Data submitted in the nomination must be based on verifiable facts occurring on or before the nomination filing date.
- k. Prepared testimony fully supporting the nomination.
- All nominations shall be verified by the nominating party.
- m. All information relating to the urgency of the project shall be filed with the nomination in affidavit form.

In addition to the above, please provide the following information:

- Describe the current status of the project, i.e., preliminary engineering, design, right of way negotiations/purchase, notice of determination, any discussions, negotiations and/or agreements with the railroad, etc.
- 2. If your agency has received any governing body (city council/board of supervisors, etc.) approval, please attach resolution or other documentation. Also, please discuss the availability and source of local matching funds.

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FOC Crossing No. Street Name City County Railroad Co. Name	crossing numbers are assigned to all crossings. The crossing num- bers are generally painted on the warning device; however if necessary, the numbers may be obtained from the Commission staff
POC Crossing No. Street Name City County Railroad Co. Name	crossing numbers are assigned to all crossings. The crossing num- bers are generally painted on the warning device; however if necessary, the numbers may be obtained from the Commission staff
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or Greater Than 50% of the Cost of	Vahida dount (200)
the Project? Yes Yes Months	Transition of the control of the con
Estimated Project Cost (April 1, 1993):	
Right-of-way allowance\$	as of April 1, 1993. The cost shall
Preliminary Engineering\$	shall be itemized as shown and any
Construction Engineering\$	item left blank shall be explained.
Total Engineering\$	The estimated cost shall be limited
Bridge Construction\$	to that portion of the project
Railroad work\$	which is necessary to make the
Highway approaches and	grade separation operable, and to
connections\$	effect the separation of grades be-
Otility relocation\$	tween the highway and the railroad
Contingencies	tracks. The project cost shall be
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