

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 grade of city streets, county roads, or state highways most urgently in need of separation, or projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing separations in need of alteration or reconstruction as contemplated by Section 2452 of the Streets and Highways Code.

ORIGINAL

FILED  
PUBLIC UTILITIES COMMISSION  
SEPTEMBER 25, 1991  
SAN FRANCISCO OFFICE  
I.91-09-037

ORDER INSTITUTING INVESTIGATION

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.

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% 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.

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 fiscal year 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 ASSURE 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 2. The Safety Division, however, proposes to use the same formula in evaluating the 1992-93 and 1993-1994 nominations.

S&H 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.
2. 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 then be mailed to them. This OII will also appear on the Commission's Daily and Transportation Calendars. We believe this to be fair and sufficient notice of this investigation.

**ORDER**

**IT IS ORDERED** that:

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 list.
- 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.
  - 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.
  - l. 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.

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



the Grade Separation Priority List hearings to justify the proposed additional award.

S&H Code Section 2454 (g) states:

"(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.

This order is effective today.

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.

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

*Neal J. Shulman*  
NEAL J. SHULMAN, Executive Director

pb



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 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 1  
Sheet 2 of 5

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.

APPENDIX I  
Sheet 3 of 5

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, except that such 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-1  
Sheet 4 of 5GRADE SEPARATION (Cont.)

## 1555. Project Limitation.

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 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 5GRADE 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

$$P = \frac{V (T + 0.1 \times LRT)}{C \times F (AH + BD) + SCF}$$

Where:

- P = Priority Index Number
- 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:

- VS = Vehicular Speed Limit
- RS = Railroad Prevailing Maximum Speed
- CG = Crossing Geometrics
- AR = Alternate Route Availability
- PT = Passenger Trains
- OF = Other Factors

Points Possible

VS	0 - 5
RS	0 - 7
CG	0 - 7
AR	0 - 5
PT	0 - 10
OF	0 - 16
<b>Total Points</b>	<b>0 - 50</b>

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

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

$$\text{Points} = (1 + 2 \times \text{No. Killed} + \text{No. Injured}) \times \text{PF}^*$$

\*PF = Protection Factor for:

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

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.

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.

BD = Crossing Blocking Delay Per Train  
(Total Minutes per Day - T)

Minutes	Points
0 - .49	0
.5 - .99	.5
1.0 - 1.49	1.0
1.5 - 1.99	1.5
2.0 - 2.49	2.0
2.5 - 2.99	2.5
3.0 - 3.49	3.0
3.5 - 3.99	3.5
4.0 - 4.49	4.0
4.5 - 4.99	4.5
5.0 - 5.49	5.0
5.5 - 5.99	5.5
6.0 - 6.49	6.0
6.5 - 6.99	6.5
7.0 - 7.49	7.0
7.5 - 7.99	7.5
8.0 - 8.49	8.0
8.5 - 8.99	8.5
9.0 - 9.49	9.0
9.5 - 9.99	9.5
10 +	10.0

VS = Vehicular Speed Limit

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

APPENDIX 2  
Sheet 3 of 6

RS - Railroad Maximum Speed

MPH	Points
0 - 25	0
26 - 35	1
36 - 45	2
46 - 55	3
56 - 65	4
66 - 75	5
76 - 85	6
86 +	7

CG - Crossing Geometrics  
0 - 7 points based on relative severity of physical conditions, i.e., grade, alignment, site distance, etc.

AR - Alternate Route Availability

Distance (Feet)	Points
0 - 1,000	0
1,001 - 2,000	1
2,001 - 3,000	2
3,001 - 4,000	3
4,001 - 5,000	4
5,001 +	5

PT - Passenger Trains

No. of Trains Per Day	Points
1 - 2	1
3 - 5	2
6 - 10	3
11 - 20	4
21 - 30	5
31 - 40	6
41 - 50	7
51 - 60	8
61 - 70	9
71 +	10

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

$$P = \frac{V (T + 0.1xLRT)}{C \times F} + SCF$$

Where:

- P = Priority Index Number
- 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)
- SCF = Special Conditions Factor

$$SCF = WC + HC + SR + LL + AS + PF$$

Where:

- WC = Width Clearance
  - HC = Height Clearance
  - SR = Speed Reduction or Slow Order
  - LL = Load Limit
  - AS = Accidents At or Near Structure
  - PF = Probability of Failure  
and Other Factors
- |                       |                 |
|-----------------------|-----------------|
|                       | Points Possible |
| 0 - 10                |                 |
| 0 - 10                |                 |
| 0 - 5                 |                 |
| 0 - 5                 |                 |
| 0 - 10                |                 |
| 0 - 30                |                 |
| <b>Total Possible</b> | <b>0 - 70</b>   |

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

WC = Width Clearance

<u>Width (feet)</u>	<u>Points</u>
16' + 12(N)	0
12' but less than 16' + 12(N)	2
8' but less than 12' + 12(N)	4
0' but less than 8' + 12(N)	6
11(N) but less than 12(N)	8
Less than 11(N)	10

N = Number of Traffic Lanes

APPENDIX 2  
 Sheet 5 of 6  
 0 20 0 0000

HC = Separation Height Clearance

Underpass

Height (feet)	Points
15' and above	0
14' but less than 15'	4
13' but less than 14'	8
Less than 13'	10

Overpass

Height (feet)	Points
22 1/2' and above	0
20' but less than 22 1/2'	4
18' but less than 20'	8
Less than 18'	10

SR = Speed Reduction or Slow Order

	Points
None	0
Moderate	2
Severe	5

LL = Load Limit

	Points
None	0
Moderate	2
Severe	5

AS = Accidents at or Near Structure (10 years)

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

APPENDIX 2-10  
Sheet 6 of 6

PF = Probability of Failure and other factors

0-30 points based on:

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

Points	Probability of Failure	Accident Potential	Delay Effects
0	0	0	0
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0

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

Please place me/my agency on the mailing list for the Order Instituting Investigation to establish the 1992-93 and 1993-94 Railroad/Highway Grade Separation Priority List.

AGENCY NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_  
CONTACT PERSON NAME \_\_\_\_\_  
TITLE \_\_\_\_\_ TELEPHONE NUMBER (\_\_\_\_) \_\_\_\_\_

## APPENDIX 4

Sheet 1 of 2

ADDRESS LIST  
GRADE SEPARATION NOMINATION

RAILROADS

Alan C. Goudy, President  
Amador Railroad Company  
909 Terminal Sales Bldg.  
Portland, OR 97205

Annette L. Polte General Manager  
Amador Central Railroad Co.  
P.O. Box 66  
Martell, CA 95664

L.E. Mueller, General Manager  
Burlington Northern Railroad Co.  
2000 First Interstate Center  
Seattle, WA 98104

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.  
P.O. Box "N"  
Eureka, CA 95502

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

James L. Beard, President  
Modesto & Empire Traction Company  
P. O. Box 3106  
Modesto, CA 95353

Tom Schueler, Dir. of Engineering  
Port of Sacramento  
Sacramento-Yolo Port  
District Belt Railroad  
P.O. Box 815  
West Sacramento, CA 95691

A.G. Beckman, Dir. of Operations  
Port of Stockton  
Stockton Public Belt Railroad  
P. O. Box 2089  
Stockton, CA 95201

Thomas G. Matoff, General Manager  
Sacramento Regional Transit  
Dist. Light Rail Project  
P.O. Box 2110  
Sacramento, CA 95812-2110

Dennis Kling, General Manager  
San Diego and Imperial Valley RR Co.  
743 Imperial Avenue  
San Diego, CA 92101

Peter Tereschuk, Vice President  
San Diego Trolley, Inc.  
1255 Imperial Ave. Suite 900  
San Diego, CA 92101

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



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 )  
grade of city streets, county )  
roads, or state highways most )  
urgently in need of separation, )  
or projects effecting the )  
elimination of grade crossings by )  
removal or relocation of streets )  
or railroad tracks, or existing )  
separations in need of alteration )  
or reconstruction as contemplated )  
by Section 2452 of the Streets and )  
Highways Code. )

FILED  
PUBLIC UTILITIES COMMISSION  
SEPTEMBER 25, 1991  
SAN FRANCISCO OFFICE  
I.91-09-037

Nomination for Separation or elimination of  
existing or proposed railroad grade crossing

Nomination by City/County of \_\_\_\_\_

in compliance with I.91-09-037

Railroad Company \_\_\_\_\_

**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 Paragraph No. 4:

- a. A statement indicating the need for the project.
- 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 practicality of constructing an at-grade crossing.
- j. Data submitted in the nomination must be based on verifiable facts occurring on or before the nomination file.
- k. Prepared testimony fully supporting the nomination.
- l. 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.



**NOMINATION FOR SEPARATION OR ELIMINATION OF  
EXISTING OR PROPOSED RAILROAD GRADE CROSSING**

**1. Nominating Agency:**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
County \_\_\_\_\_ ZIP Code \_\_\_\_\_

**2. Contact Person: Primary**

Name \_\_\_\_\_ / \_\_\_\_\_  
Title \_\_\_\_\_ / \_\_\_\_\_  
Telephone ( ) \_\_\_\_\_ / ( ) \_\_\_\_\_

Consultant Name \_\_\_\_\_  
Title \_\_\_\_\_  
Company Name \_\_\_\_\_  
Telephone ( ) \_\_\_\_\_

**Alternate**

**EXPLANATION**

**3. Crossing Number and Location:**

FUC Crossing No. \_\_\_\_\_  
Street Name \_\_\_\_\_  
City \_\_\_\_\_  
County \_\_\_\_\_  
Railroad Co. Name \_\_\_\_\_

Public Utilities Commission (FUC) crossing numbers are assigned to all crossings. The crossing numbers are generally painted on the warning device; however, if necessary, the numbers may be obtained from the Commission staff.

**4. Number of Each Type of Railroad Track:**

Main \_\_\_\_\_  
Branch \_\_\_\_\_  
Passing \_\_\_\_\_  
Siding/Spur \_\_\_\_\_  
Other (specify) \_\_\_\_\_

If unknown, the type of track may be obtained from the railroad company.

EXPLANATION

5. Type of Crossing Protection:

Stop Signs _____	Gates _____	Check all protection that exist at the crossing presently. Specify Other in the space provided.
Crossbucks _____	Bells _____	
Wigwags _____	Lights _____	
Flagman _____	Stop sign _____	
Other _____		

6. Approach Roadway:

Width (feet) _____	Within 200 feet on either side of the crossing.
Number of lanes _____	

7. Crossing Roadway:

Width (feet) _____	On the roadway pavement at the crossing.
Number of lanes _____	

8. Crossing Skew Angle:

Degrees _____	Describe the angle which the roadway crosses the perpendicular of the track(s).
---------------	---

9. Elevated Surface Profile of Roadway:

Direction _____	From each side of the approach at a point 30 ft from the closest rail, measure the difference in height from the top of the rail to the surface of the road.
Change in Height _____ (in)	
Direction _____	
Change in Height _____ (in)	

10. Average Daily Motor Vehicle Volume:

Vehicle Count (ADT) _____	An average 24-hour day count is required. All counts must be done after January 1, 1991.
Date of Count _____	

Description of data collection methods: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

QUESTION

EXPLANATION

11. Average Daily Train (ADT) Volume:

- Passenger \_\_\_\_\_
- Through freight \_\_\_\_\_
- Switching \_\_\_\_\_
- Light rail \_\_\_\_\_
- Other (specify below) \_\_\_\_\_
- TOTAL TRAINS \_\_\_\_\_

The ADT should be obtained by a written request from the railroad, otherwise, specify the source of information below. Staff recommends that the ADT be confirmed by direct observation.

Description of data collection methods: \_\_\_\_\_

12. Speed:

- Motor Veh. (Posted MPH) \_\_\_\_\_
- Train (MPH) \_\_\_\_\_

The train speed should be the maximum speed attained at the crossing. This data may be obtained from the railroad company or by properly operated radar equipment.

Description of data collection methods: \_\_\_\_\_

13. Accidents:

- Train-vehicle \_\_\_\_\_
- Vehicle-vehicle \_\_\_\_\_
- Vehicle-object \_\_\_\_\_

A 10-year accident history of each type of accident that may be attributed to the presence of the grade crossing.

Description of data collection methods: \_\_\_\_\_

QUESTION

EXPLANATION

14. Crossing Blocking Delay:

Date count was done: \_\_\_\_\_  
Number of delays: \_\_\_\_\_  
Total time delay: \_\_\_\_\_

Count must be performed after January 1, 1991. Show the total time in minutes per day the warning devices are activated. The data may be obtained by installation of a signal activation monitoring device or an average delay per train based on direct observation.

Description of data collection methods: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

15. Nearest alternate route \_\_\_\_\_ (feet)

The nearest alternate route as measured along the centerline of the railroad tracks.

16. Average number of crossings per day:

School bus: \_\_\_\_\_ Other bus: \_\_\_\_\_  
Haz Mat Trucks: \_\_\_\_\_ Ambulance: \_\_\_\_\_  
Haz Mat Trains: \_\_\_\_\_ Police: \_\_\_\_\_  
Other: \_\_\_\_\_

Show the number of average crossing per day for each type of vehicle. Specify other below.

Description of data collection methods: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

17. Type of Project Proposed: (check one)

Underpass \_\_\_\_\_  
Overpass \_\_\_\_\_  
Other (specify) \_\_\_\_\_

If Other, please describe below.

EXPLANATION

18. For Proposed crossing: (check one)

- At grade crossing is practical and feasible \_\_\_\_\_
- At grade crossing is not practical and feasible \_\_\_\_\_

In the narrative section, show sufficient evidence that construction of an at-grade crossing is, or is not physically practical and feasible.

19. Contribution:

Contribution 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)

- Right-of-way allowance....\$ \_\_\_\_\_
- Preliminary Engineering ..\$ \_\_\_\_\_
- Construction Engineering..\$ \_\_\_\_\_
- Total Engineering.....\$ \_\_\_\_\_
- Bridge Construction.....\$ \_\_\_\_\_
- Railroad work.....\$ \_\_\_\_\_
- Highway approaches and connections.....\$ \_\_\_\_\_
- Utility relocation.....\$ \_\_\_\_\_
- Contingencies.....\$ \_\_\_\_\_
- Removing existing crossing (where applicable).....\$ \_\_\_\_\_
- Total construction cost...\$ \_\_\_\_\_
- Total Project cost.....\$ \_\_\_\_\_

The estimated project cost shall be as of April 1, 1993. The cost shall be itemized as shown and any item left blank shall be explained. The estimated cost shall be limited to that portion of the project which is necessary to make the grade separation operable and to effect the separation of grades between the highway and the railroad tracks. The project cost shall be rounded to the nearest thousand 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.

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 grade of city streets, county roads, or state highways most urgently in need of separation, or projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing separations in need of alteration or reconstruction as contemplated by Section 2452 of the Streets and Highways Code.

FILED  
PUBLIC UTILITIES COMMISSION  
SEPTEMBER 25, 1991  
SAN FRANCISCO OFFICE  
I.91-09-037

Nomination for alteration or reconstruction of existing grade separation

Nomination by City/County of \_\_\_\_\_  
in compliance with I. 91-09-037

Location Name (street) \_\_\_\_\_

Railroad Company \_\_\_\_\_

REVISIONS  
DATE

DATE

NO-60-10.1

**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 Paragraph No. 4:

- a. A statement indicating the need for the project.
- 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.
- 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.
- l. 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. 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.

NOMINATION FOR ALTERATION OR RECONSTRUCTION OF EXISTING GRADE SEPARATION

1. Nominating Agency:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

County \_\_\_\_\_ ZIP Code \_\_\_\_\_

2. Contact Person: Primary: \_\_\_\_\_

Alternate

Name \_\_\_\_\_

Title \_\_\_\_\_

Telephone ( ) \_\_\_\_\_ / ( ) \_\_\_\_\_

Consultant Name \_\_\_\_\_

Title \_\_\_\_\_

Company Name \_\_\_\_\_

Telephone ( ) \_\_\_\_\_

3. Crossing Number and Location:

EXPLANATION

FUC Crossing No. \_\_\_\_\_

Public Utilities Commission (PUC)

Street Name \_\_\_\_\_

crossing numbers are assigned to

City \_\_\_\_\_

all crossings. The crossing num-

County \_\_\_\_\_

bers are generally painted on the

Railroad Co. Name \_\_\_\_\_

warning device; however if

necessary, the numbers may be

obtained from the Commission staff.

4. Horizontal Structure Clearance:

Width (Feet) \_\_\_\_\_

Show the roadway width available for

Number of Lanes \_\_\_\_\_

vehicular traffic.

5. Vertical Structure Clearance:

Overpass (Feet) \_\_\_\_\_

For overpass, measure from top of

Underpass (Feet) \_\_\_\_\_

of rail to bottom of structure.

For underpass, measure from pavement

to bottom of structure.



EXPLANATION

6. Center Divider:

Yes \_\_\_\_\_ No \_\_\_\_\_

Self explanatory.

7. Speed Reduction (quantitative):

Vehicle \_\_\_\_\_  
Railroad Slow Order \_\_\_\_\_

Quantitatively identify any vehicular speed reduction which may be due to the presence of the structure. Information regarding a railroad slow order may be obtained from the railroad company.

Description of source of information:

8. Load Limit:

Vehicle \_\_\_\_\_  
Railroad \_\_\_\_\_

Show any vehicular or railroad load limit restriction at the structure.

Description of any established restrictive limits:

9. Railroad Track Type (indicate number):

Main \_\_\_\_\_  
Branch \_\_\_\_\_  
Passing \_\_\_\_\_  
Siding/Spur \_\_\_\_\_  
Other \_\_\_\_\_

If unknown, the type of track may be obtained from the railroad company. Please describe other types of tracks below.

Description of data collection methods:

QUESTION

EXPLANATION

10. Average Daily Vehicle Volume:

Vehicle Count (ADT) \_\_\_\_\_  
Date of Count \_\_\_\_\_

An average 24-hour day count is required. All counts must be done after January 1, 1991.

Description of data collection methods:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

11. Average Daily Train Volume:

Passenger \_\_\_\_\_  
Through freight \_\_\_\_\_  
Switching \_\_\_\_\_  
Light rail \_\_\_\_\_  
Total trains \_\_\_\_\_

It is preferred that the data be obtained by a written request to the railroad, otherwise specify the source of information in the narrative. It is advised that the data be confirmed by direct observation.

Description of data collection methods:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

12. Secondary Accidents:

Vehicle-Vehicle \_\_\_\_\_  
Vehicle-Object \_\_\_\_\_

A 10 year accident history of the number of secondary accidents which may be attributed to the presence of the grade separation structure.

Explain the type of accidents occurring and the source of information:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

EXPLANATION

13. Contribution by City or County Equal to or Greater Than 50% of the Cost of the Project? Yes          No         

.....

14. Estimated Project Cost (April 1, 1993) :

The estimated project cost shall be as of April 1, 1993. The cost shall shall be itemized as shown and any item left blank shall be explained. The estimated cost shall be limited to that portion of the project which is necessary to make the grade separation operable and to effect the separation of grades between the highway and the railroad tracks. The project cost shall be rounded to the nearest thousand dollars.

- Right-of-way allowance.....\$
- Preliminary Engineering ...\$
- Construction Engineering...\$
- Total Engineering.....\$
- Bridge Construction.....\$
- Railroad work.....\$
- Highway approaches and connections.....\$
- Utility relocation.....\$
- Contingencies.....\$
- Removing existing crossing (where applicable).....\$
- Total construction cost....\$
- Total Project cost.....\$

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.

.....