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Sent: Thursday, November 02, 2000 1:31 PM
To: Rxm@cpuc.ca.gov
Cc: Peggy Claassen; Rob Wilson
Subject: Grade Separation List Ranking Formula

I am submitting the following comments in advance of the formula workshop.

I agree with Mr. Barton's contention that the Blocking Delay (BD) factor is not effectively measuring the risk of accident at a crossing where there are more frequent blockages which result in a lower average delay.

The City of Fremont has nominated a crossing at Warren Ave. which experiences frequent blockages related switching operations in an adjacent railroad yard that cause a high level of motorist frustration. The regularity of the blockages and their unpredictable duration magnify motorist frustration and cause them to seek alternative routes, one of which is an already seriously congested State Highway, Mission Blvd (Rte 262). In 1999 we observed a total blocking delay of almost two hours between the hours of 7 am and 7 pm.

I support Mr. Barton's suggestion that the cumulative blocking delay be divided by 10 to determine the BD points which would be then included in the Special Condition Factors (SCF) group.

I also agree the determination of the accident history factor can be arbitrary at times, especially when PUC staff has to determine if a fatality was as a result of a suicide. When used as a multiplier it can have excessively decisive impact on the number of points a project receives. It makes more sense to include it in the SCF group.

Finally, awarding points for state of readiness makes sense. It will promote timely expenditure of funds to more quickly eliminate risky at grade crossings.