Appendix C:

Elimination Program Methodology

March 2026 (DRAFT)

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1. INTRODUCTION

This appendix outlines the process for sequencing projects as part of the elimination program and details the following:

- Types of crossing elimination projects considered, and
- Sequencing framework utilized to assess and prioritize elimination projects into funding groups.

2. PROJECT TYPES

The elimination program includes a variety of improvements such as grade separations for pedestrians, bicycles, and vehicles, as well as larger-scale multi-crossing grade separation projects (e.g., mega projects), as illustrated in **Figure 1**. Several corridor jurisdictions, county transportation authorities, and Caltrain are currently implementing elimination projects along the Caltrain corridor. Additional details on these ongoing projects can be found in **Appendix A**.
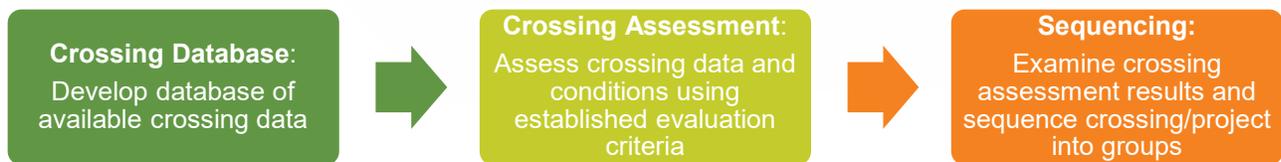
Figure 1: Elimination Project Types

Closed Crossing

Grade Separated Crossing

Bike/Pedestrian Crossing
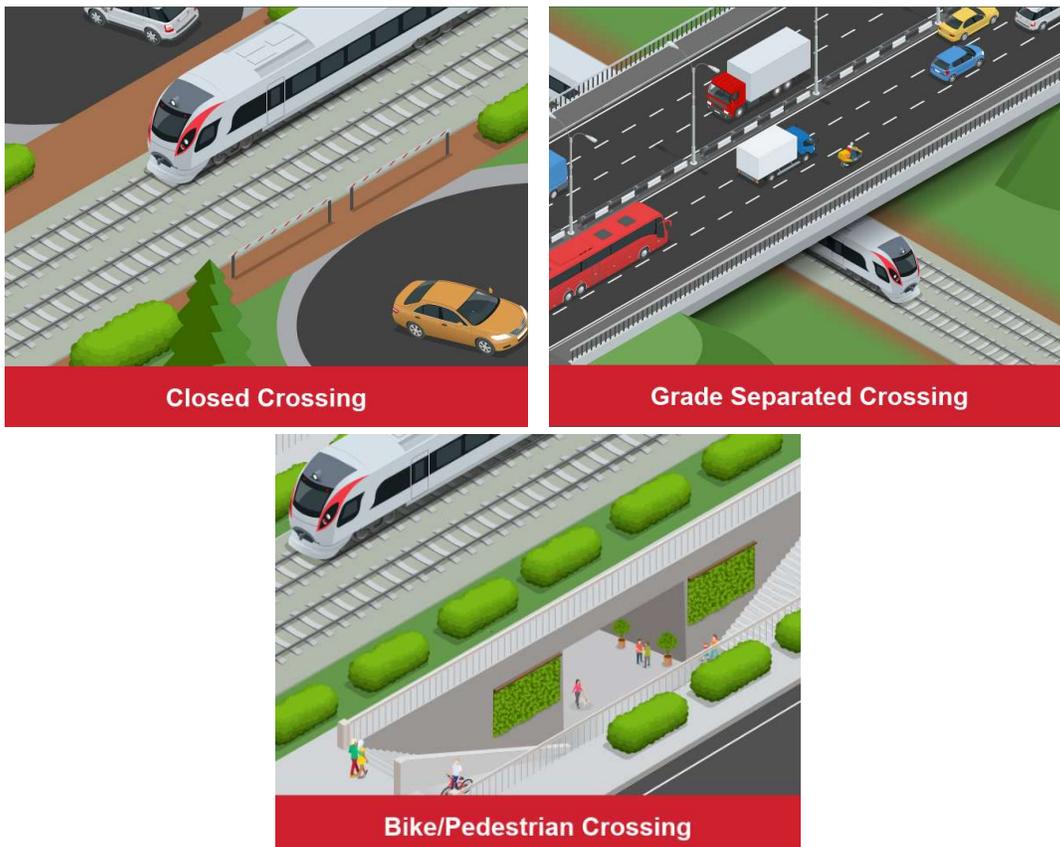
3. SEQUENCING FRAMEWORK

Figure 2 provides an overview of the sequencing framework utilized to identify Caltrain corridor priorities for the identified elimination projects, which include development of the crossing database, conducting a crossing assessment, and sequencing of the crossings/projects. The development of the sequencing framework was an iterative process with collaboration from corridor partners including staff from corridor jurisdictions and transportation authorities. The following sections provide a detailed explanation of each step in the sequencing process.

Figure 2: Elimination Program Sequencing Framework

Crossing Database: Develop database of available crossing data → **Crossing Assessment:** Assess crossing data and conditions using established evaluation criteria → **Sequencing:** Examine crossing assessment results and sequence crossing/project into groups

3.1. CROSSING DATABASE

The crossing database represents the initial step in identifying the elimination projects. It compiles key data that informs the subsequent steps of the prioritization framework, supporting the classification of crossings into priority groups based on both qualitative and quantitative factors. **Table 1** outlines the key information included in the database. Key crossing information included in the database.

Table 1: Crossing Database Information

Category	Attributes
Crossing Location Details	• Crossing ID • Ownership • City/County • Milepost • Type (e.g., separation) and Position (e.g., underpass) • Number of Tracks • Distance to next crossings
Railroad Operations	• Peak hour gate down time (existing and projected) • Peak hour number of trains (existing and adopted service vision)
Roadway Infrastructure and Operations	• Classification • Capacity • Number of Lanes • Distance to next intersection • Daily Traffic Volume • Volume-to-Capacity (V/C) Ratio
Safety	• Rail incidents (fatal, severity, type) • Street crashes (fatal, severity, type) • Vehicle Incursions
Accessibility	• Pedestrian and/or bicycle facilities

Category	Attributes
	• Bike route • Transit routes
Equity	• Equity Priority Community • CalEnviroScreen 4.0 Disadvantaged Communities • Disadvantaged Census Tracts from the Climate and Economic Justice Screening Tool (CEJST) • Persistent Poverty Census Tracts (2020 Census)
Implementation	• Identified Elimination Project Phase • Locally Preferred Alternative (LPA) and/or Environmental Clearance • Closure • Dedicated Local, County, State, and Federal Funding

3.2. CROSSING ASSESSMENT

The grade crossing elimination assessment utilizes evaluation criteria developed with consideration to the Corridor Crossing Strategy (CCS)[1] Program goals, available crossing data, and corridor partner feedback received during CCS criteria workshops. **Table 2** presents the evaluation criteria used in the crossing assessment organized according to their corresponding CCS goals.

The evaluation criteria are designed to assess both the current performance of a crossing and the potential benefits that could be realized through a crossing elimination project. These criteria are aligned with key federal and state funding requirements and are detailed enough to support existing funding programs, helping to identify crossings with the greatest likelihood of receiving financial support.

The criteria are rooted in the top challenges and opportunities identified along the Caltrain corridor, as informed by corridor partner feedback received through the CCS process. The evaluation framework is flexible and can accommodate additional or updated criteria for future reassessments.

Each set of evaluation criteria aligns with one of the CCS goals:

- **Safe and Equitable Mobility:** Criteria under this goal assess how a crossing affects community access and safety. The focus is on ensuring all community members, regardless of demographic or socioeconomic status, benefit from improved, safer mobility options.

- **Equitable Community Benefits:** Criteria under this goal examine how a project can improve the quality of life in surrounding neighborhoods by enhancing inclusivity and access to essential services.

- **Cost Efficiencies and Reliable Funding and Implementable Program**: Criteria under these goals assesses the financial feasibility of the projects to ensure they are cost-effective and supported by stable funding sources. These criteria aim to guide efficient resource allocation,

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[1] The Corridor Crossing Strategy (CCS) is an effort resulting from the 2020 Caltrain Business Plan to enhance the current grade separation process and develop a corridor-wide consensus on a strategy to deliver grade separation projects at the regional scale.

prioritizing projects that are both critical and financially viable. Additionally, these criteria help the practicality of implementing each project within the constraints of existing infrastructure, policies, and regulatory framework.

- **Maximization of Rail Corridor Utility:** Criteria under this goal helps to determine the number of fatal rail incidents that cause disruption to rail service and whether a crossing is located within the 4-track segments required for service increases envisioned in the Board-adopted Long-Range Service Vision to a total 12 trains per hour per direction (tphpd) in the peak hours (i.e., 8tphpd for Caltrain and 4tphpd for HSR) which also corresponds to the Moderate Growth Scenario from 2019's Caltrain Business.

Table 2: Evaluation Criteria

Goal	Evaluation Criteria	Supporting Data	Coding	Description	Scoring (Max Score = 23)
Safe and Equitable Mobility	Fatal Rail Incidents (Non-Intentional)	Fatal Rail Incidents	Yes/No	**Yes:** Non-Intentional fatal rail incidents **No:** No non-intentional fatal rail incidents	Yes = 1 No = 0
	Fatal/Severe Street Incidents	Fatal/Severe Street Incidents	Yes/No	**Yes:** Fatal and/or severe street incidents **No:** No fatal and/or severe street incidents	Yes = 1 No = 0
	Bike and Pedestrian Access	Bike and Pedestrian Facilities	Yes/No	**Yes:** Bicycle and pedestrian facilities present **No:** No bicycle or pedestrian facilities present	Yes = 1 No = 0
	Total Street Incidents per 1,000 Annual Average Daily Traffic (AADT)	Street Incident – AADT Ratio	Yes/No	**Yes:** Top quartile of ratio **No:** Not within top quartile of ratio	Yes = 1 No = 0
	Gate Downtime (GDT) Growth Over 75%	2018 Business Plan (Existing) GDT / 2040 Business Plan (Future) GDT	Yes/No	**Yes:** Future GDT is ≥ 75% than existing GDT **No:** Future GDT is < 75% than existing GDT	Yes = 1 No = 0
Equitable Community Benefits	Within 0.5 Miles of a School	Distance to Nearest School	Yes/No	**Yes:** Within 0.5 miles of a school **No:** Not within 0.5 miles of a school	Yes = 1 No = 0
	Within Equity Priority Community	Metropolitan Transportation Commission (MTC) Plan Bay Area	Yes/No	**Yes:** Within an equity priority community **No:** Not within an equity priority community	Yes = 1 No = 0
	Within CalEnviroScreen 4.0 Disadvantaged Communities (DAC) (State)	CalEnviroScreen DAC Percentile (75th percentile or greater)	Yes/No	**Yes:** Within a census tract with DAC score of 75th percentile or greater **No:** Not within a census tract not within DAC score of 75th percentile or greater	Yes = 1 No = 0
	Within Disadvantaged Census Tracts from CEJST (Federal)	USDOT Equity Data on 2010 Census	Yes/No	**Yes:** Within a Census Tract designated as Disadvantaged Census Tract in the 2010 Census **No:** Not within a Census Tract designated as Disadvantaged Census Tract in the 2010 Census	Yes = 1 No = 0
	Within Persistent Poverty Census Tracts (Federal)	USDOT Equity Data on 2020 Census	Yes/No	**Yes:** Within a Census Tract designated as Persistent Poverty Census Tract in the 2020 Census **No:** Not within a Census Tract designated as Persistent Poverty Tract in the 2020 Census	Yes = 1 No = 0

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Table 2: Evaluation Criteria Continued

Goal	Evaluation Criteria	Supporting Data	Coding	Description	Scoring (Max Score = 23)
Cost Efficiencies & Reliable Funding/ Implementable Program	Within 0.3 Miles of Another Crossing	Nearest Crossing	Yes/No	**Yes:** Within 0.3 miles of another crossing **No:** More than 0.3 miles of another crossing	Yes = 1 No = 0
	Identified Elimination Project Phase	Project Phase 2025 Q3	Phase	**Phase 1:** Initiation **Phase 2:** Planning **Phase 3:** Design (35%) **Phase 4:** Design (65%) **Phase 5:** Design (100%) **Phase 6:** Construction	Phase 1 or 2 = 1 Phase 3 = 2 Phase 4-6 = 3
	Closure	Closure	Yes/No	**Yes:** Crossing includes a closure **No:** Crossing does not include a closure	Yes = 1 No = 0
	Locally Preferred Alternative	Locally Preferred Alternative	Yes/No	**Yes:** Crossing has a locally preferred alternative **No:** Crossing does not have a locally preferred alternative	Yes = 1 No = 0
	Environmental Clearance	Environmental Clearance	Yes/No	**Yes:** Crossing project has environmental clearance **No:** Crossing project does not have environmental clearance	Yes = 1 No = 0
	Types of Dedicated Funding	Local/County Funding	Yes/No	**Yes:** Crossing has local and/or county dedicated funding **No:** No local/county funding dedicated	Yes = 1 No = 0
		State/Federal Funding	Yes/No	**Yes:** Crossing has state and/or federal dedicated funding **No:** No state/federal funding is dedicated	Yes = 1 No = 0
Maximize Rail Corridor Utility	Total Number of Fatal Rail Incidents (Includes Intentional)	Fatal Rail Incidents	Yes/No	**Yes:** Fatal rail incidents **No:** No fatal rail incidents	Yes: ≥ 4 incidents = 2 1-3 incidents = 1 No = 0
	Identified in 4-Track Scenario	Existing 4-Track Segments	Yes/No	**Yes:** In a 4-track segment **No:** Not in a 4-track segment	Yes = 1 No = 0
		4-Track Segment Needed for Caltrain Adopted Service Vision*	Yes/No	**Yes:** 4-track segment needed for Caltrain Adopted Service Vision **No:** 4-track segment not needed for Caltrain Adopted Service Vision	Yes = 1 No = 0

Note: Board-adopted Long-Range Service Vision to a total 12 trains per hour per direction (tphpd) in the peak hours (i.e., 8tphpd for Caltrain and 4tphpd for HSR) which also corresponds to the Moderate Growth Scenario from 2019's Caltrain Business.

Each existing rail crossing is evaluated using the defined criteria. Each corridor goal has an associated maximum score, as outlined in **Table 3**. For example, if all criteria under the Safe and Equitable Mobility goal are met, the total goal score is five. All criteria are weighted equally, reflecting the equal importance of each corridor goal in the overall evaluation.

Table 3: Criteria Scoring

Goal	Maximum Score for Grade Separations	Maximum Score for Bike/Ped Undercrossings
Safe and Equitable Mobility	5	3
Equitable Community Benefits	5	5
Cost Efficiencies & Reliable Funding/Implementable Program	9	9
Maximize Rail Corridor Utility	4	2
Maximum Total Score	**23**	**19**

The results of the crossing scoring are provided in **Attachment A**.

3.3. SEQUENCING

Sequencing is a strategy to accelerate project delivery by directing corridor resources and investments toward the most crucial and fundable projects. This approach enables more efficient allocation of corridor staff time and supports consensus-building around the timing and funding strategies for crossing projects, aligning with the needs and requests of corridor communities.

The scored crossings were categorized into four funding groups based on scoring thresholds, as listed in **Table 4.** For the projects with multiple crossings, the crossings were scored individually then a project score was determined by averaging the individual crossing scores. There is a defined near-term objective for each funding group from advancing project planning activities to constructing projects.

New crossings will also utilize the elimination sequencing framework to establish criteria for scoring projects. An existing project containing multiple crossings that splits into discrete projects will be re-sequenced based on how the individual crossings are scored. All projects will be ranked according to the elimination sequencing framework.

Table 4: Funding Groups

Funding Group	Score	Near-Term Objective
A	Score ≥ 12	Advance projects through construction.
B	12 < Score ≥ 9	Advance projects through final design.
C	9 < Score ≥ 7	Advance projects through preliminary engineering and environmental clearance.
D	Score < 7	Advise projects to consider alternative solutions to grade separations.

Table 5 shows the identified elimination projects organized by funding groups. **Attachment B** lists the sequenced projects by county.

Table 5: Project by Funding Group

Crossing	Project Name	County	City	Score
Group A: Score ≥ 12				
Rengstorff Avenue	Rengstorff Grade Separation Project	Santa Clara	Mountain View	13
Broadway	Broadway Burlingame Grade Separation	San Mateo	Burlingame	12
Group B: 12 < Score ≥ 9				
Churchill Avenue, East Meadow Drive, and Charleston Road	Connecting Palo Alto	Santa Clara	Palo Alto	10.7
Linden Avenue and Scott Street	South Linden Avenue and Scott Street Grade Separation	San Mateo	SSF/San Bruno	9.5
Middle Avenue	Middle Avenue Bike/Ped Undercrossing	San Mateo	Menlo Park	9*
Group C: 9 < Score ≥ 7				
Whipple Avenue, Brewster Avenue, Broadway/Marshall Street, Maple Street, Main Street, and Chestnut Street	Redwood City Grade Separation Study	San Mateo	Redwood City	8.8
Mary Avenue	Mary Avenue Grade Separation	Santa Clara	Sunnyvale	8
Sunnyvale Avenue	Sunnyvale Avenue Grade Separation	Santa Clara	Sunnyvale	8
Bernardo Avenue	Bernardo Avenue Undercrossing*	Santa Clara	Sunnyvale	8*

Crossing	Project Name	County	City	Score
Castro Street	Castro Street Grade Separation Project	Santa Clara	Mountain View	8
Mission Bay Drive and 16th Street	Pennsylvania Avenue Extension	San Francisco	San Francisco	7.5
Group D: Score < 7				
Encinal Avenue, Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue	Menlo Park Grade Separation Project	San Mateo	Menlo Park	6.75
1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, and 9th Avenue	San Mateo Grade Separation Project	San Mateo	San Mateo	4.2
Auzerais Avenue and Virginia Street	Diridon Area Projects	Santa Clara	San Jose	4
Skyway Drive, Branham Lane, and Chynoweth Avenue	Southern San Jose Grade Separations Project***	Santa Clara	San Jose	4***
New grade-separated bicycle and pedestrian crossing	South Palo Alto Bike/Ped Connectivity Project*	Santa Clara	Palo Alto	4*
Benton Street Brokaw Road	Benton Street and Brokaw Road Grade Separation**	Santa Clara	Santa Clara	4**
Morgan Hill Station, Dunne Avenue and Tennant Avenue	Morgan Hill Grade Separation Project***	Santa Clara	Morgan Hill	3.5***
Palo Alto Avenue	Palo Alto Avenue Grade Separation Project	Santa Clara	Palo Alto	2

Notes:

* New Bicycle/Pedestrian Undercrossing | ** New Vehicle, Bicycle, and Pedestrian Crossing | *** UPRR corridor

3.4. CPUC COMPARISON

Administered jointly by the California Public Utilities Commission (CPUC) and California Department of Transportation (Caltrans), the Section 190 Grade Separation Program is a competitive funding grant for grade separation projects. The intent of this grant program is to improve safety and expedite the movement of vehicles by eliminating highway-rail crossing at grade with a grade separation.

Every two years, local agencies submit project applications to the CPUC and CPUC generates a priority list based on their prioritization formula. Like the CCS elimination sequencing framework, the CPUC formula considers average daily vehicle traffic, average train traffic, and accident history. The CPUC formula also considers project cost share allocated from grant funds, a special conditions factor, and a separation factor which are not included in the CCS elimination sequencing framework. The CCS sequencing framework is tailored toward the Caltrain corridor, not all the California rail corridors and considers equity, rail utility, funding and identified elimination project progress.

4. ESTIMATED PROJECT COSTS

The estimated project costs were taken from publicly available information such as project websites, the Caltrain quarterly status report, and funding/grant websites (i.e., County Measures, federal grants, etc.). It should be noted that these project costs may change as the projects advance through project development and additional project information informs a more detailed cost estimate. Therefore, estimated project costs are shown in ranges. Group D does not include estimated project costs due to these projects being in the early project development phases where there may not be enough information or too wide of a scope to calculate costs.

Table 6: Summary of Cost for Elimination Projects by Funding Group

Elimination Project	Crossing Location	Total Estimated Project Cost*
Group A		
Rengstorff Grade Separation Project	Rengstorff Avenue, Mountain View	$400 M - $500 M
Broadway Burlingame Grade Separation	Broadway, Burlingame	$600 M - $700 M
Group B		
Connecting Palo Alto	Churchill Avenue, East Meadow Drive, and Charleston Road, Palo Alto	$600 M - $1,000 M
South Linden Avenue and Scott Street Grade Separation	Linden Avenue, South San Francisco and Scott Street, San Bruno	$300 M - $400 M
Middle Avenue Undercrossing	Middle Avenue Undercrossing, Menlo Park	$50 M - $65 M
Group C		
Redwood City Grade Separation Study	Whipple Avenue, Brewster Avenue, Broadway/Marshall Street, Maple Street, Main Street, and Chestnut Street, Redwood City	$800 M - $950 M
Mary Avenue Grade Separation	Mary Avenue, Sunnyvale	$200 M - $700 M
Sunnyvale Avenue Grade Separation	Sunnyvale Avenue, Sunnyvale	$100 M - $200 M
Bernardo Avenue Undercrossing	Bernardo Avenue Undercrossing, Sunnyvale	$50 M – $100 M
Castro Street Grade Separation Project	Castro Street, Mountain View	$100 M - $200 M
Pennsylvania Avenue Extension	Mission Bay Drive and 16th Street, San Francisco	$2,500 M
Group D		
Menlo Park Grade Separation Project	Encinal Avenue, Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue	Not Identified
San Mateo Grade Separation Project	1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 9th Avenue	Not Identified
Diridon Area Projects	Auzerais Avenue and Virginia Street	Not Identified
Southern San Jose Grade Separations Project	Skyway Drive, Branham Lane, and Chynowerth Avenue	Not Identified
South Palo Alto Bike/Ped Connectivity Project	To be determined	Not Identified
Morgan Hill Grade Separations Project	Morgan Hill Station Undercrossing, Dunne Avenue, and Tennant Avenue	Not Identified
Palo Alto Avenue Grade Separation Project	Palo Alto Avenue	Not Identified

Elimination Project	Crossing Location	Total Estimated Project Cost*
Benton Street and Brokaw Road Grade Separation	Benton Street Brokaw Road	Not Identified

ATTACHMENT A: ELIMINATION PROGRAM CROSSING ASSESSMENT RESULTS

Table 1: San Francisco County Crossing Assessment Results

City	Crossing Location	Safe and Equitable Mobility Score	Equitable Community Benefits Score	Cost Efficiencies and Reliable Funding | Implementable Program Score	Maximize Rail Corridor Utility Score	Total Crossing Assessment Score	Identified Elimination Project	Project Assessment Score
San Francisco	Mission Bay Drive	5	1	2	1	9	Pennsylvania Avenue Extension	7.5
San Francisco	16th Street	2	1	2	1	6		

Table 2: San Mateo County Crossing Assessment Results

City	Crossing Location	Safe and Equitable Mobility Score	Equitable Community Benefits Score	Cost Efficiencies and Reliable Funding | Implementable Program Score	Maximize Rail Corridor Utility Score	Total Crossing Assessment Score	Identified Elimination Project	Project Assessment Score
South San Francisco	Linden Avenue	2	2	5	0	9	South Linden Avenue and Scott Street Grade Separation	9.5
San Bruno	Scott Street	2	0	6	2	10		
Millbrae	Center Street	1	1	1	0	3	--	--
Millbrae	Santa Paula Pedestrian Crossing	0	1	1	1	3	--	--
Burlingame	Broadway	4	0	6	2	12	Burlingame Broadway Grade Separation	12
Burlingame	Morrell Avenue Pedestrian Crossings	2	1	1	1	5	--	--
Burlingame	Oak Grove Avenue	2	1	1	1	5	--	--
Burlingame	North Lane	4	1	1	1	7	--	--
Burlingame	Howard Avenue	3	1	1	0	5	--	--
Burlingame	Bayswater Avenue	2	1	1	0	4	--	--
Burlingame	Peninsula Avenue	1	3	1	0	3	--	--

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City	Crossing Location	Safe and Equitable Mobility Score	Equitable Community Benefits Score	Cost Efficiencies and Reliable Funding | Implementable Program Score	Maximize Rail Corridor Utility Score	Total Crossing Assessment Score	Identified Elimination Project	Project Assessment Score
San Mateo	Villa Terrace	1	3	1	1	6	Closure	--
San Mateo	Bellevue Avenue	1	3	1	1	6	Closure	--
San Mateo	1st Avenue	2	3	2	0	7	San Mateo Grade Separation	4.2
San Mateo	2nd Avenue	0	1	2	0	3		
San Mateo	3rd Avenue	0	1	2	0	3		
San Mateo	4th Avenue	0	1	2	1	4		
San Mateo	5th Avenue	1	1	2	0	4		
San Mateo	9th Avenue	1	1	2	0	4		
Redwood City	Whipple Avenue	2	2	2	1	7	Redwood City Grade Separation Study	8.8
Redwood City	Brewster Avenue	3	2	2	3	10		
Redwood City	Broadway/Marshall St	3	2	2	2	9		
Redwood City	Maple Street	1	4	2	2	9		
Redwood City	Main Street	1	3	2	3	9		
Redwood City	Chestnut Street	1	3	2	3	9		
Atherton	Fair Oaks Lane	0	1	0	0	1	--	--
Atherton	Watkins Avenue	0	1	0	1	2	--	--
Menlo Park	Encinal Avenue	2	1	3	0	6	Menlo Park Grade Separation	6.75
Menlo Park	Glenwood Avenue	2	1	4	0	7		
Menlo Park	Oak Grove Avenue	1	1	4	1	7		
Menlo Park	Ravenswood Avenue	1	1	4	1	7		
Menlo Park	Middle Avenue	1	1	7	0	9	Middle Avenue Undercrossing	9

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Table 3: Santa Clara County Crossing Assessment Results

City	Crossing Location	Safe and Equitable Mobility Score	Equitable Community Benefits Score	Cost Efficiencies and Reliable Funding | Implementable Program Score	Maximize Rail Corridor Utility Score	Total Crossing Assessment Score	Identified Elimination Project	Project Assessment Score
Palo Alto	Palo Alto Avenue	1	0	1	0	2	Palo Alto Avenue Grade Separation Project	2
Palo Alto	Churchill Avenue	4	1	5	2	12	Connecting Palo Alto	10.7
Palo Alto	East Meadow Drive	5	1	4	1	11		
Palo Alto	Charleston Road	2	1	4	2	9		
Palo Alto	South Palo Alto 1	1	1	2	0	4	South Palo Alto Bike/Ped Connectivity Project	4
	South Palo Alto 2	1	1	2	0	4		
Mountain View	Rengstorff Avenue	5	1	6	1	13	Rengstorff Grade Separation	13
Mountain View	Castro Street	2	1	4	1	8	Closure	--
							Castro Street Grade Separation Project	8--
Sunnyvale	Bernardo Avenue	2	1	5	0	8	Bernardo Avenue Undercrossing	8
Sunnyvale	Mary Avenue	3	1	3	1	8	Mary Avenue Grade Separation	8
Sunnyvale	Sunnyvale Avenue	2	1	4	1	8	Sunnyvale Avenue Grade Separation	8
Santa Clara	Benton Street/ Brokaw Road	0	2	2	0	4	Benton Street and Brokaw Road Grade Separation	4
San Jose	Auzerais Avenue	1	1	2	0	4	Diridon Area Projects	4
San Jose	Virginia Street	1	1	2	0	4		
San Jose	Skyway Drive	0	0	1	0	1	Southern San Jose Grade Separations Project	4
San Jose	Branham Lane	3	1	1	1	6		
San Jose	Chynoweth Avenue	2	1	1	1	5		
Coyote	Blanchard Road	0	0	0	0	0	--	--
Coyote	Fox Lane Crossing	0	0	0	1	1	--	--
San Jose	Palm Avenue	1	0	0	0	1	--	--
San Jose	Live Oak Avenue	1	0	0	0	1	--	--
Morgan Hill	Tilton Avenue	0	3	0	0	3	--	--

City	Crossing Location	Safe and Equitable Mobility Score	Equitable Community Benefits Score	Cost Efficiencies and Reliable Funding | Implementable Program Score	Maximize Rail Corridor Utility Score	Total Crossing Assessment Score	Identified Elimination Project	Project Assessment Score
Morgan Hill	East Main Avenue	1	1	0	0	2	--	--
Morgan Hill	Dunne Avenue	1	0	2	0	3	Morgan Hill Grade Separations Project	3.5
Morgan Hill	San Pedro Avenue	0	0	0	0	0	--	--
Morgan Hill	Tennant Avenue	1	0	2	1	4	Morgan Hill Grade Separations Project	3.5
Morgan Hill	Middle Avenue	0	0	0	0	0	--	--
San Martin	San Martin Avenue	0	1	0	0	1	--	--
San Martin	Church Avenue	1	0	0	0	1	--	--
Morgan Hill	Masten Avenue	0	1	0	1	2	--	--
Gilroy	Rucker Avenue	1	1	0	0	2	--	--
Gilroy	Buena Vista Avenue	1	1	0	1	3	--	--
Gilroy	Cohansey Avenue	0	2	0	0	2	--	--
Gilroy	Las Animas Avenue	0	2	0	0	2	--	--
Gilroy	Leavesly Road	2	3	1	1	7	--	--
Gilroy	Casey Road Ped Crossing	0	3	1	0	4	--	--
Gilroy	Loof Avenue	0	3	1	0	4	--	--
Gilroy	Lewis Street	0	3	1	0	4	--	--
Gilroy	Martin Street	0	3	1	0	4	--	--
Gilroy	6th Street	1	3	1	0	5	--	--
Gilroy	7th Street	0	3	1	0	4	--	--
Gilroy	10th Street	0	3	0	0	3	--	--

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ATTACHMENT B: ELIMINATION FUNDING GROUPS BY COUNTY

City	Crossing	Identified Elimination Project	Elimination Funding Group
San Francisco County			
San Francisco	Mission Bay Drive	Pennsylvania Avenue Extension	C
	16th Street		C
San Mateo County			
South San Francisco	Linden Avenue	South Linden Avenue and Scott Street Grade Separation	B
San Bruno	Scott Street		B
Millbrae	Center Street	--	--
	Santa Paula Ped Crossing	--	--
Burlingame	Broadway	Burlingame Broadway Grade Separation	A
	Oak Grove Avenue	--	--
	North Lane	--	--
	Howard Avenue	--	--
	Bayswater Avenue	--	--
	Peninsula Avenue	--	--
San Mateo	Villa Terrace	Closure	--
	Bellevue Avenue	Closure	--
	1st Avenue	San Mateo Grade Separation Project	D
	2nd Avenue		D
	3rd Avenue		D
	4th Avenue		D
	5th Avenue		D
	9th Avenue		D
Redwood City	Whipple Avenue	Redwood City Grade Separation Study	C
	Brewster Avenue		C
	Broadway/Marshall Street		C
	Maple Street		C
	Main Street		C
	Chestnut Street		C
Atherton	Fair Oaks Lane	--	--
	Watkins Avenue	--	--
Menlo Park	Encinal Avenue	Menlo Park Grade Separation Project	D
	Glenwood Avenue		D
	Oak Grove Avenue		D
	Ravenswood Avenue		D
	Middle Avenue	Middle Avenue Undercrossing	B
Santa Clara County			
Palo Alto	Palo Alto Avenue	Palo Alto Grade Separation Project	D
	Churchill Avenue	Connecting Palo Alto	B
	East Meadow Drive		B
	Charleston Road		B
	Two crossings south of Oregon Expressway	South Palo Alto Bike/Ped Connectivity Project	D
Mountain View	Rengstorff Avenue	Rengstorff Grade Separation	A
	Castro Street	Closure	--

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City	Crossing	Identified Elimination Project	Elimination Funding Group
	Castro Street	—Castro Street Grade Separation	C
Sunnyvale	Bernardo Avenue	Bernardo Avenue Undercrossing	C
	Mary Avenue	Mary Avenue Grade Separation	C
	Sunnyvale Avenue	Sunnyvale Avenue Grade Separation	C
Santa Clara	Benton Street	Benton Street and Brokaw Road Grade Separation	D
	Brokaw Road		D
San José	Auzerais Avenue	Diridon Area Projects	D
	Virginia Street		D
	Skyway Drive	Southern San Jose Grade Separations Project	D
	Branham Lane		D
	Chynoweth Avenue		D
Morgan Hill	Dunne Avenue	Morgan Hill Grade Separation Project	D
	Tennant Avenue		D