

**CRIDGE STREET RAIL CROSSING QUIET ZONE – APPROVAL OF AGREEMENTS WITH BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY, UNION PACIFIC RAILROAD, AND SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY FOR RAIL CROSSING IMPROVEMENTS RELATED TO THE ESTABLISHMENT OF A RAILROAD QUIET ZONE; AUTHORIZE PROJECT FUND TRANSFER**

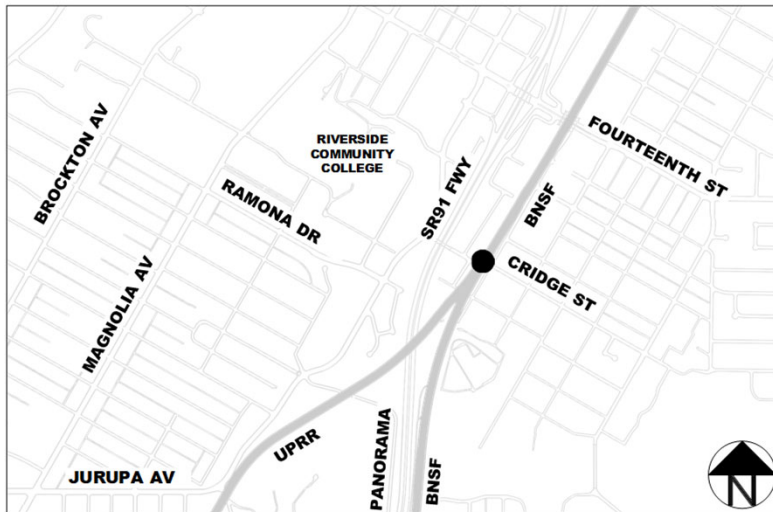
## Public Works Department

**CITY COUNCIL**  
JUNE 18, 2024

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## LOCATION MAP



CRIDGE STREET - VICINITY MAP

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# CRIDGE STREET CROSSING – LOOKING WEST



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## BACKGROUND

On October 21, 2016, the City filed a Notice of Establishment for a new quiet zone corridor covering 11 highway at-grade crossings and 1 pedestrian at-grade crossing (La Sierra Metrolink Station) from Buchanan Avenue to Mary Street.

On December 5, 2016, the City filed a Notice of Establishment for a new quiet zone corridor covering 4 highway at-grade crossings on the Perris-Valley Line (Marlborough Ave., Spruce St., Blaine St., and Mt. Vernon Ave.)

On November 19, 2019, the City Council received a Quiet Zone projects update. Following discussion and without formal motion, the City Council received and ordered filed the update on the Railroad Quiet Zone projects for Panorama Road to Cridge Street, Palm to Brockton Avenues, and Mission Inn Avenue/Third Street/Spruce Street.



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## DISCUSSION

1. The Cridge Street Rail Crossing Quiet Zone project when completed will establish a railroad Quiet Zone and eliminate the routine sounding of the train horns at Cridge Street rail crossing.
2. The Cridge Street rail crossing is maintained and operated by BNSF, SCRRRA (a.k.a. Metrolink), and UP railroads.
  - BNSF owns and maintains the 3 easterly tracks and the easterly gates and warning devices.
  - SCRRRA owns and maintains the most westerly track through the crossing.
  - UP owns and maintains the westerly gates and warning devices.
3. City is required to enter into a separate agreement with each railroad.



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## DISCUSSION – BNSF AGREEMENT

BNSF, at the City's sole cost and expense, will:

- Remove the existing easterly warning device (one gate mechanism) and install two new vehicular gate mechanisms (one entrance gate and one exit gate).
- Install one pedestrian gate mechanism.
- Extend the most easterly track concrete surface.
- Install four crossing signal control houses and equipment.
- Install vehicle detection system.
- Interconnect the BNSF crossing signal equipment to the UP equipment on the northwest side of the crossing.

The total agreement amount with BNSF, for the construction of the above improvements, is \$4,736,444.84. This amount includes \$2,500 administrative fee, \$5044.84 temporary construction license fee, and \$28,500 for permanent street easement needed to construct the street improvements.



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## DISCUSSION – SCRRRA & UP AGREEMENT

SCRRRA, at the City’s sole cost and expense, will:

- reconstruct the subgrade beneath the SCRRRA track through the crossing and to replace the existing concrete track panels to current SCRRRA standards.

Total agreement amount with SCRRRA is \$1,079,804.

UP, at the City’s sole cost and expense, will:

- remove the existing westerly warning device (one gate mechanism) and install two new vehicular gate mechanisms (one entrance gate and one exit gate), and one pedestrian gate mechanism.

Total agreement amount with UP is \$520,240.



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## DISCUSSION – CONT.

The City shall construct all the necessary street improvements:

- Construct concrete sidewalk on the north side of the crossing.
- Construct concrete curbs and gutters.
- Installation of fencing and emergency pedestrian exit gate systems at both sides of the crossing.
- Repaving of the road between Vine Street and Commerce Street.
- Installation of signing and striping.



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## DISCUSSION – CONT.

1. City shall pay to BNSF and UP the City's share of the annual inspection and maintenance costs of the additional active warning devices, estimated at \$40,000 for the first year of operation and will be subject to annual adjustments for future costs as long as the Quiet Zone is in operation.
2. In the event the crossing signal equipment is damaged or destroyed by any other cause (except BNSF's sole negligence), City must reimburse BNSF for the costs to replace or repair such crossing signal equipment and/or crossing signal house.
3. If the crossing signal equipment and/or crossing signal house installed cannot, through age, be maintained, or by virtue of its obsolescence, requires replacement, the cost of installation of the new crossing signal equipment and/or new crossing signal bungalow will be negotiated by the parties hereto on the basis of the current Federal Aid Railroad Signal Program participation.



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## RAIL CROSSING W/ QUAD GATES (SPRUCE)



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# TYPICAL PEDESTRIAN GATES (SPRUCE)



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# SCHEDULE

- Construction of the project is expected to start in early 2025, and last approximately two months. Upon completion of the project, a Notice of Quiet Zone Establishment (NOQZE) will be filed by the City. The Quiet Zone can be established no earlier than 21 days after the date on which the NOQZE is mailed.



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## STRATEGIC PLAN ALIGNMENT

- Strategic Priority No. 6 - Infrastructure, Mobility and Connectivity and Goal No. 6.2 – Maintain, protect, and improve assets and infrastructure within the City’s built environment to ensure and enhance reliability, resiliency, sustainability, and facilitate connectivity.
- This item aligns with each of the five Cross-Cutting Threads.

### Cross-Cutting Threads



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation



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## RECOMMENDATIONS

That the City Council:

1. Approve the Construction and Maintenance Agreement with Burlington Northern Santa Fe Railway Company (BNSF) in the amount of \$4,736,444.84;
2. Approve the Construction and Maintenance Agreement with Southern California Regional Rail Authority (SCRRA) in the amount of \$1,079,804;
3. Approve the Authorization and Reimbursement Agreement with Union Pacific Railroad Company (UP) in the amount of \$520,240;



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## RECOMMENDATIONS

4. By at least 5 affirmative votes, authorize funds transfer in the amount of \$2.25 million in surplus 2009 Measure A funds from the Misc Railroad Project Management account to BNSF/UP QZ-Panorama/Cridge account; and
5. Authorize the City Manager, or his designee, to execute the railroad agreements including making minor and non-substantive changes.

