



## ATTACHMENT C

# CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599

[www.ci.la-verne.ca.us](http://www.ci.la-verne.ca.us)

Receive

SEP 29 2017

Metro

Attn: Phillip A. Washington  
One Gateway Plaza  
Los Angeles, CA 90012

Office of the CEO

Dear Mr. Washington,

The City of La Verne appreciates the Metro initiated project to explore a Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line. We see the potential positives of this project and we are interested in the further review and consideration of this project.

On behalf of the City of La Verne, I would like to provide City Council support for the Lone Hill Avenue to White Avenue Double Track Project and hope to see it receive funding and advance soon into the final design phase.

This project includes additional tracks to reduce train idling and noise for communities, ensure fewer delays for riders and provides "Quiet Zone Ready" improvements along the corridor. The City of La Verne specifically strongly supports the additions of "Quiet Zone Ready" crossing within our City to improve the quality of life for our residents.

The City of La Verne supports the addition of a 3.9-mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne to improve Metrolink service for riders and the addition of safety features on tracks at 12 at-grade crossings.

In addition to our support, the City Council would also request that Metro address the following as part of the final design:

-Once the VISSIM study and other traffic analysis have been completed, work with our staff to determine whether the accumulative effects of all projects along the rail line warrant a grade separation at White Avenue.

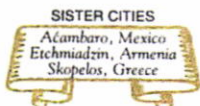
-The project be extended to Fulton Road and to construct the Fulton crossing to be made "Quiet Zone Ready". It is our understanding that the Gold Line has included this crossing as part of their project, but that will not be complete until 2027. If the Double Track is completed before this, La Verne would like to see the crossing "Quiet Zone Ready" at that time.

-Work to explore the transfer of liability associated with the sponsorship of a Quiet Zone crossing. We encourage that an analysis be done to explore alternatives and approaches that may be effective in responding to the "costs" associated with the transfer of liability with Quiet Zone sponsorship.

While answers to the above are of importance to the City, we do support MTA's efforts to move this project forward into funding the final design phase. Lastly, we would like to acknowledge the MTA Board and staff efforts to conduct a thorough public engagement process as part of these efforts.

Sincerely,

City of La Verne Mayor Don Kendrick



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700  
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713  
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

City Council  
CURTIS W. MORRIS, Mayor  
RYAN A. VIENNA, Mayor Pro Tem  
EMMETT BADAR  
DENIS BERTONE  
JOHN EBINER

City Manager  
KENNETH J. DURAN



Assistant City Manager of  
Community Development  
LAWRENCE STEVENS

Director of Public Works  
KRISHNA PATEL

Director of Parks and  
Recreation  
HECTOR M. KISTEMANN

City Attorney  
JEFF M. MALAWY

June 11, 2019

Phillip A Washington  
Chief Executive Officer LA Metro  
1 Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

A handwritten signature in cursive script that reads "Curt Morris".

Curt Morris  
Mayor  
City of San Dimas



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Susan Stel  
LAEDC

Anthony Tang  
Cathay Bank

October 9, 2017

Mr. Jay Fuhrman  
Transportation Planning Manager - Regional Rail  
Los Angeles County Metro  
One Gateway Plaza  
Mail Stop 99-18-2  
Los Angeles, CA 90012-2952

**RE: LONE HILL TO WHITE DOUBLE TRACK STUDY PROJECT**

Dear Mr. Fuhrman,

On behalf of the San Gabriel Valley Economic Partnership, I write in support of the Lone Hill to White Project which will provide track and crossing safety improvements along Metrolink's San Bernardino Line. Residents in the San Gabriel Valley will greatly benefit from this important project which improves service reliability while upgrading safety in the rail corridor.

The Lone Hill to White Project includes the addition of a 3.9-mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. We appreciate Metro's commitment to improving regional mobility by including millions in safety enhancements on tracks and at twelve at-grade crossings in the region. Paying 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to plan and deliver an efficient and effective transportation system for Los Angeles County.

The Project will allow for eastbound and westbound trains to have their own track instead of sharing one, thereby reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

We understand the importance of the Lone Hill to White Project for Metrolink to continue to provide dependable service for residents of the San Gabriel Valley. We look forward to future endeavors with Metro to provide corridor improvements along the San Bernardino Line.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Allred".

Jeff Allred  
President & CEO



October 3, 2017

Mr. Jay Fuhrman  
Manager, Transportation Planning Regional Rail  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-18-2  
Los Angeles, CA 90012-2952

Dear Mr. Fuhrman:

Fairplex would like to express its support for the Metrolink Lone Hill to White Double Track Project, which will add a 3.9 mile second track, improving both safety and service for region's highest ridership line. Safety enhancements at the 12 existing at-grade crossings coupled with "Quiet Zone Ready" improvements will significantly reduce the impacts to our local community. The Project will also allow trains to run more efficiently, reducing delays and providing alternate routes for stopped or disabled trains.

Perhaps most encouraging, of the nearly 3 million guests which visit Fairplex annually, the inclusion of an expanded platform will allow greater access and will encourage many more of our guest to choose Metrolink as their transportation mode. Additionally, we are excited about the possibility of the platform becoming a full working station to support our expanded events and proposed future developments.

We'd like to express our appreciation to Metro and Metrolink for providing several community briefings and recognizing input from the resident community and stakeholders.

We look forward to the advancement of this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Miguel A. Santana". The signature is fluid and cursive, with a horizontal line extending to the right.

Miguel A. Santana  
President & CEO

[FAIRPLEX.COM](http://FAIRPLEX.COM)

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STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0048  
(916) 319-2048  
FAX (916) 319-2148

DISTRICT OFFICE  
100 NORTH BARRANCA STREET, SUITE 895  
WEST COVINA, CA 91791  
(626) 960-4457  
FAX: (626) 960-1310



September 22, 2017

Mr. Jay Fuhrman  
LA Metro  
Transportation Planning Manager  
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the residents in the 48<sup>th</sup> Assembly District, I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of Covina and Baldwin Park would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the district.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

A handwritten signature in blue ink that reads "Blanca E. Rubio". The signature is written in a cursive style.

BLANCA E. RUBIO  
Assemblymember  
48<sup>th</sup> Assembly District



André Quintero  
Mayor

## CITY OF EL MONTE CITY COUNCIL'S OFFICE

September 18, 2017

Mr. Jay Fuhrman  
LA Metro  
Transportation Planning Manager  
Regional Rail

### **SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

Dear Mr. Fuhrman,

On behalf of the city of El Monte I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of El Monte would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the region.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

Andre Quintero, Mayor  
City of El Monte



Samuel Gutierrez, Interim Director of Public Works

August 31, 2017

Mr. Jay Fuhrman  
LA Metro  
Transportation Planning Manager  
Regional Rail

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

Dear Mr. Fuhrman:

While the Lone Hill to White Double Track project is just outside the City limits of Baldwin Park, The City of Baldwin Park is in full support of this necessary safety improvement project. We believe that without the Double Track Project critical safety and noise reduction improvements will not be made.

The opportunity to add a 3.9-mile, second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne will improve Metrolink service for riders and adds safety features on tracks and at the existing 12 at-grade crossings. The double track allows for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped.

This 3.9 mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne through the cities of San Dimas, La Verne and by extension the City of Pomona will allow train traffic to more safely, efficiently and quietly.

The "Quiet Zone Ready" improvements that will be created and funded by Metro along the corridor will allow the cities of San Dimas and La Verne to apply for a Quiet Zone from the Federal Railroad Administration (FRA) which will significantly reduce horn noise along the corridor.

The creation of the Double Track Project, which allows for the ability to move disabled trains off the train tracks more quickly and the creation of a Quiet Zone will significantly reduce the impacts we currently experience in the City of Baldwin Park.

While there are important questions still to be answered regarding the project, we appreciate the fact that there have been several community briefings and recognize the interest in the project.

We'd like to express our appreciation to Metro and Metrolink for considering this project and hope for support from the cities of City of La Verne and San Dimas for the Lone Hill to White Double Track Study.

With your support, I look forward to advancing this project.

Sincerely,

Sam Gutierrez  
Interim Public Works Director