

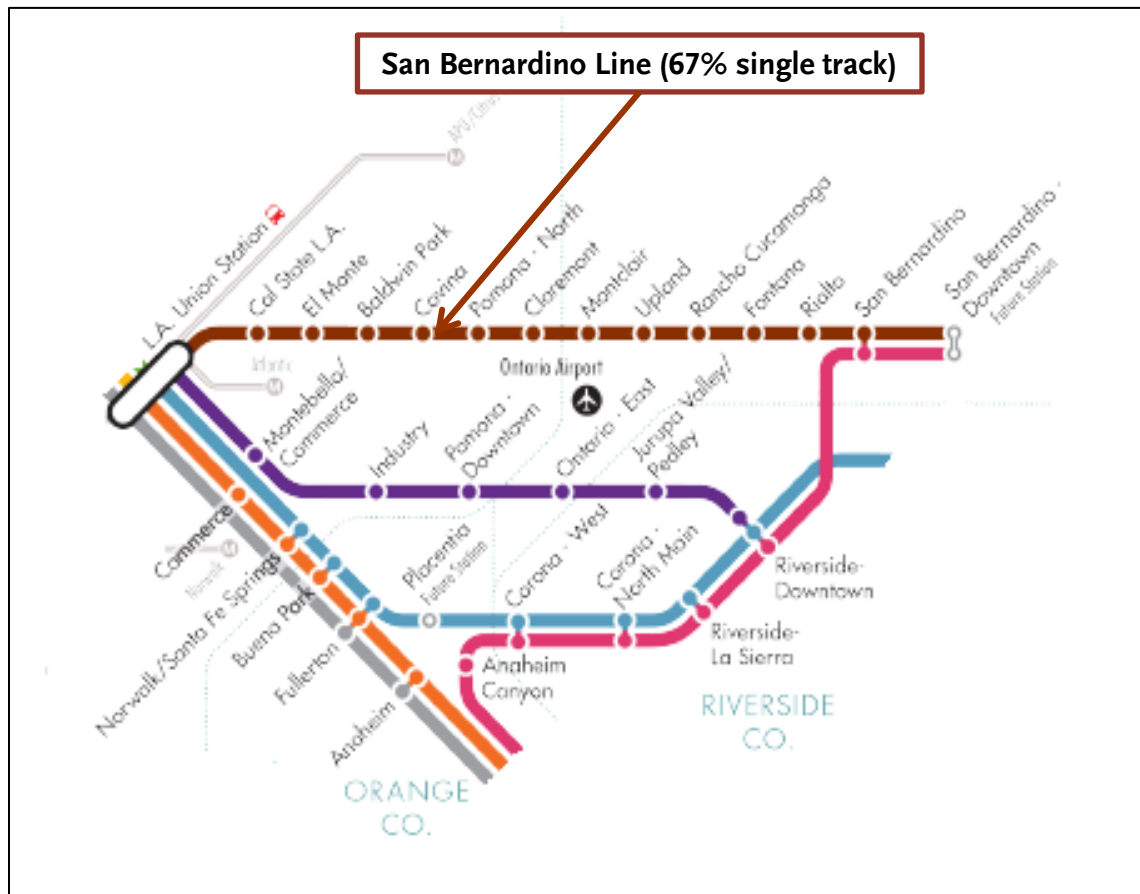
Lone Hill to White Double Track

- A. **APPROVE** the programming of \$7.5 million in Measure R 3% commuter rail funds for final design including third party costs of the Lone Hill to White (LHW) Double Track Project; and,
- B. **AUTHORIZE** the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

Planning and Programming Committee
November 20, 2019

Project Background

- 1) The San Bernardino Line is Metrolink's busiest line, with 38 weekday trains and 10,000 weekday boardings.
- 2) The LHW Double Track Project will increase double track on the San Bernardino Line from 33% to 40%.



LHW Double Track Project Features and Benefits

- 1) 3.9 miles of double track in the Cities of San Dimas and La Verne will enable trains to better recover from delay, reduce overall travel time, and improve on-time performance.
- 2) A total of 12 grade crossings (5 in San Dimas and 7 in La Verne) will be improved to the latest Metrolink Quiet Zone ready standards, to improve safety at the crossings and along the right-of-way, and provide quality of life benefits to the local communities.
- 3) The Pomona Fairground Station platform will be lengthened to improve safety.



Project Status and Next Steps

- 1) In June 2019 the Metro Board determined that the LHW Double Track Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275 (a) and (b), and directed staff to file a CEQA Notice of Exemption with the Los Angeles County Clerk.
- 2) The LHW Double Track Project environmental process is cleared.
- 3) SCRRRA and the cities of San Dimas and La Verne have requested that the Project advance to final design.
- 4) Subject to Board approval, staff will issue a task order for LHW final design.

Quiet Zone Opportunity

LHW will design 12 at-grade crossings to the latest Metrolink Quiet Zone Ready standards. Five crossings are located in the City of San Dimas and seven are located the City of La Verne. A Quiet Zone is one or more crossings in which trains would not be required to sound their horns.



- 1) Since the train horns would no longer be sounded, Supplemental Safety Measures (SSMs), such as raised center medians, quad gates, pedestrian gates, signalization, etc., are required to make the crossings safer.
- 2) The cities of San Dimas and La Verne are the jurisdictional authorities for these grade crossings and the lead agencies to implement Quiet Zones.