



## Lone Hill to White Double Track Project

### Frequently Asked Questions

#### PROJECT OVERVIEW

#### What is the Lone Hill to White Double-Track Project (LHW)?

The LHW Project is a Metro-funded study to complete the environmental evaluation and preliminary design plans of up to 30% for the proposed Lone Hill to White Double Track Project (Project). This Project proposes adding a second main line track to a 3.9-mile stretch of the San Bernardino Line (SBL) from Lone Hill Avenue in the City of San Dimas to White Avenue in La Verne. LHW will enhance safety and mobility and will lay the groundwork for the cities of San Dimas and La Verne to pursue and establish Quiet Zone Areas within the Project limits. The Project will be designed through a combination of community, commuter, and stakeholder input and the latest in rail planning expertise. The San Bernardino Line is used by both Metrolink commuter rail service and Union Pacific (UPRR) freight service with approximately 42 trains per weekday in combined operations. The proposed Project would be implemented within an active rail corridor within existing rail, public, and station right-of-ways.

#### Why build the Lone Hill to White Double-Track Project?

The primary goal of the Lone Hill to White Double Track Project is to improve safety and quality of life for the residents and communities near the San Bernardino Line rail corridor communities. Another goal is improve reliability of service for Metrolink commuters on the SBL Line and throughout Southern California's transportation network.

The addition of a second mainline track will allow trains to run on separate tracks in opposite directions, similar to a two-way street. Less single track reduces the risk of accidents between trains and ensures quieter and more reliable regional service to San Dimas and La Verne and stations throughout the Metrolink commuter rail network. At the same time, additional double track will reduce delays by minimizing the need for trains to slow down along the corridor. Included in this Project are proposed improvements to selected grade crossings, roadways and sidewalks, and existing drainage and landscaping.

#### What is the schedule for this Project and when will it be completed?

Metro is currently underway with an environmental evaluation process that will culminate in 30% design completion. The environmental evaluation and design process will include formal and informal meetings with key stakeholders in the surrounding communities. Public input will be solicited for the LHW Project and will be incorporated throughout the Project development process.

This Project schedule has been divided into two phases:

##### Phase 1

5% Conceptual Engineering Plans  
and Environmental Evaluation  
*Winter 2016*

##### Phase 2

30% Preliminary Engineering Plans,  
Specifications and Estimates and  
Environmental Evaluation  
*Summer 2017*

## Lone Hill to White Double Track Project Frequently Asked Questions

### How is this project being funded?

The LHW Project is currently funded to complete an environmental evaluation and up to 30% project design completion. Additional funding for final design and construction from local, Federal and State sources is being explored.

### COMMUNITY ISSUES

### Will building the Lone Hill to White Double-Track Project add more trains and increase usage of the corridor?

Currently, Metrolink anticipates a minimal increase in commuter service in the immediate and near term. However, as the population of Southern California increases, it is likely that additional passenger rail service will be needed on the Metrolink San Bernardino Line, to further ease traffic congestion on freeways and parallel streets. The proposal to add a second track to this corridor would provide the infrastructure necessary to add additional service in the future, including the ability to add express train service, should such additional services be justified.

### What is the planned/forecasted use of the corridor by Metrolink and the Union Pacific Railroad in the future?

Currently, 38 Metrolink trains and up to 4 UPRR trains travel along the corridor on a given weekday. According to Metrolink's most recent planning forecasts, by the year 2020, the number of passenger trains traversing the corridor is estimated to increase to 42 per weekday, while freight operation is anticipated to remain at approximately 4 trains a day. By 2025, the number of passenger trains traveling the corridor could increase to 48 trains per weekday. This assumes sufficient demand and availability of funding from Metro to operate the service.

### How will double-tracking impact air pollution?

Providing an additional track has the potential to improve air quality in the future because trains will be able to pass uninterrupted through the area rather than idling along sidings waiting for another train to pass in order to cross the single-track segments. At the same time, Metrolink has begun to upgrade its fleet with Tier 4 locomotives, which will reduce particulate matter and harmful emissions by up to 85 percent. You can learn more about Tier 4 locomotives by visiting the following link: [metrolinktrains.com/content/media/20/files/Tier4\\_Factsheet.pdf](http://metrolinktrains.com/content/media/20/files/Tier4_Factsheet.pdf)

### Will trains be moved closer to homes and businesses, increasing noise impacts?

In areas where single track is expanded to a double track main line, tracks will occupy more of the existing right-of-way, and in some cases, be closer to homes and businesses. The LHW Project right-of-way has sufficient space to accommodate the double track plus the required clearance to right-of-way line. Noise impacts to the residents will be reduced greatly should cities decide to secure Quiet Zone area designations with the FRA.

### How does double-tracking improve safety?

Double-tracking improves safety by reducing the likelihood of head-on collisions; the addition of a second mainline track will allow trains to run on separate tracks in opposite directions, similar to a two-way street. Twelve at-grade crossings will be upgraded to provide significant safety improvements for motorists, pedestrians and cyclists using these crossings. With the completion of the LHW Project, train movement through the corridor will require less complex coordination between operators and train dispatchers. In addition to Metrolink's investment in Positive Train Control technology (PTC), the Lone Hill to White Double-Track Project will be a significant improvement in the safety of communities and commuters along the San Bernardino Line.

## Lone Hill to White Double Track Project Frequently Asked Questions

### At what times of day and night will construction occur?

It's anticipated that daytime construction will be conducted where the activity would present the least conflict with automobile and railroad traffic, and where municipal codes related to construction hours require construction to be during the day. Nighttime construction may occur at some locations in order to avoid daytime traffic impacts with appropriate steps taken to reduce and eliminate noise impacts on residential areas to the greatest extent possible.

### When will construction of the project begin?

Funding for final design and construction of the Project has not been identified. Should additional funding be identified, construction would likely not start until 2020 or later.

### Will noise and vibration increase as a result of this Project?

A noise and vibration study was conducted as part of this environmental evaluation. The results of the study will be used to highlight any potential impacts and identify potential corresponding solutions to be incorporated into the Project design. This will lay the foundation from which local cities could pursue a Quiet Zone area designation with the Federal Rail Administration (FRA) upon completion of the Project.

### Can noise and vibration levels be reduced?

Yes, noise and vibration levels can be reduced. Potential mitigation measures include sound walls, wheel maintenance, rail grinding, resilient track fasteners, double-paned windows, establishing Quiet Zones to reduce horn noise and more. Data was collected on the noise and vibration levels which will further help inform the project team and community about potential noise and vibration reduction strategies.

#### MOBILITY IMPROVEMENTS

### What benefits will this bring for Metrolink commuters?

This Project is designed to enhance safety and improve operational efficiencies and commuter service by reducing delays. Currently, a peak Metrolink rider who rides during the week experiences almost 20 hours of delays every year. A non-peak rider who rides during the week experiences almost 54 hours of delays. By enhancing and expanding rail infrastructure in this corridor, we will be able to improve existing commuter service quality and reliability, and encourage new ridership on Metrolink, potentially resulting in less traffic on roadways.

### What improvements will occur at Metrolink Stations?

The proposed Project may include the lengthening of the platform at the existing Pomona Fairplex Station to avoid traffic impact at Fairplex and Arrow highway, which is used seasonally during the Los Angeles County Fair.

#### TERMINOLOGY

### What is a "Right-of-Way"?

A right-of-way is a strip of land with a certain width reserved for transportation purposes. In many cases, some portions of a right-of-way are owned by the railroad, while others are owned by adjoining property owners and the railroad has an easement, or right to run over a portion of their land. The Lone Hill to White Double-Track Project area is within Metro-owned right-of-way authorized to build tracks and operate trains.

### What is a "grade crossing"?

A grade crossing or at-grade crossing is an intersection where a railway line crosses a roadway or path at the same ground level. Warning signals and gates commonly protect cars and pedestrians at grade crossings, and in most cases, the train is required to sound its horn as it approaches the crossing. The Lone Hill to White Double-Track Project proposes upgrading all local grade crossings within the LHW Project limits in order to lay the foundation for Quiet Zone Ready designations, should the cities choose to pursue with the FRA.



## Lone Hill to White Double Track Project Frequently Asked Questions

### What is a “Quiet Zone”?

A Quiet Zone is a stretch of track where the Federal Railroad Administration (FRA) does not require trains to sound their horns as they approach grade crossings. Establishment of a Quiet Zone would significantly reduce the noise levels currently experienced by the community, and improve overall quality of life along the rail corridor.

As part of this Project, grade crossing improvements will help lay the foundation for local cities to pursue and establish Quiet Zone in the future. The final designation for a Quiet Zone requires approval by the FRA, and the California Public Utilities Commission (CPUC). Strong support from local community members and local and regional elected officials can help facilitate the multi-agency collaboration required for cities to secure Quiet Zones.

### STAY CONNECTED

#### How can I become involved in the process?

Interested parties are encouraged to participate in the public meetings. Public comments and questions outside of the meetings are welcome via email and postal mail (see contact information below). You may also receive regular Project updates and notifications by joining our mailing list at [fuhrmanj@metro.net](mailto:fuhrmanj@metro.net).

#### Can I meet with Metro staff?

Yes, please contact us to request that Metro make a presentation to your group.

#### Who is the lead agency in charge?

The Project is being led by the Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Metrolink. Metro is funding this study, is the owner of the right-of-way, and is the lead agency for the environmental evaluation and completion of up to 30% design.

Please use the following contact tools to access more Project information, ask a question or provide comments:

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

[fuhrmanj@metro.net](mailto:fuhrmanj@metro.net)

Helpline: (855-SAFE-TRX)

[metro.net/regionalrail](http://metro.net/regionalrail)

[facebook.com/regionalrail](https://facebook.com/regionalrail)

