Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0519, **File Type:** Program **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 20, 2019

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK

ACTION: APPROVE PROGRAMMING OF FUNDS FOR FINAL DESIGN

RECOMMENDATION

CONSIDER:

A. APPROVING 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. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

ISSUE

In June 2019, the Metro Board approved staff to file the Notice of Exemption (NOE) with the Los Angeles County Clerk for the Lone Hill to White (LHW) Double Track Project. The CEQA environmental process is complete and was certified on July 29, 2019. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting programming authority of $7.5 million for final design including third party costs for the LHW Double Track Project.

DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (MSBL), in the cities of San Dimas and La Verne (Attachment A). The MSBL is the busiest Metrolink commuter rail line with approximately a total of 11,000 passengers on 38 weekday trains. The existing rail infrastructure on the MSBL is 67 percent single track, which creates a bottleneck and significant operational challenges. In order to improve reliability and on-time performance, more of the MSBL needs to be double tracked.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce the single track bottleneck on the MSBL, minimize delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

Preliminary Engineering Phase
In June 2017, environmental studies and 30% preliminary engineering design was completed for the LHW Double Track Project. The main components of the project include the following:

1. New 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White.
2. Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
3. Ten new railroad turnouts and relocation of one industrial track and modification to one industrial track.
4. New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration.
5. Twelve at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity
As part of the LHW Double Track Project, twelve existing at-grade street crossings, five in the City of San Dimas and seven in the City of La Verne, will be designed for Quiet Zone ready improvements. Quiet Zone ready improvements are additional supplemental safety measures (SSM) that mitigate the need for trains to sound their horns. These SSMs include improvements such as flashing lights, quad gates, center medians, etc., to enhance vehicular and pedestrian safety at the crossing.

Once the SSMs are constructed, trains passing through these 12 at-grade street crossings would no longer be required to blow their horns. A Quiet Zone in the LHW corridor would significantly improve quality of life for residents of San Dimas and La Verne since there is more service on the MSBL, including late night service, than any other line.

During the preliminary engineering design phase, diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and SSMs were identified that will meet the Federal Railroad Administration's (FRA) approval of future Quiet Zones at these at-grade crossings, should the cities of San Dimas and La Verne wish to file the Notice of Intent (NOI) for Quiet Zones. The cites of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings.

Community Meetings
During the 30% preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration or their desire to implement Quiet Zones. In July 2019, staff presented to the city councils of both the City of San Dimas and the City of La Verne. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment B and C).

Metrolink SCORE
In 2018 SCRRA received $876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the $10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028.

In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the MSBL.

Staff anticipates heavy utilization of the MSBL for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the MSBL station in Pomona. Additionally, the MSBL will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. Staff's recommended approval of the final design for LHW Double Track Project will make the project shovel ready to increase the opportunity for other local, State and Federal grants.

DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. SSMs at the 12 crossings with Quiet Zone ready improvements will benefit cars, trucks, pedestrians and the surrounding communities of San Dimas and La Verne.

FINANCIAL IMPACT

The anticipated cash flow of Measure R 3% commuter rail funds for final design and third party costs is as follows:

MEASURE R 3% FUNDS FOR LONE HILL TO WHITE FINAL DESIGN & 3RD PARTY COSTS			
FY 20	FY 21	FY 22	FY 23
$500,000	$2,500,000	$3,000,000	$1,500,000

There is no impact to the FY 2019-20 Metro Budget as $500,000 is budgeted for the LHW Double Track Final Design in department 2415, Regional Rail, project number 460068. Since this is a multi-year project, the Senior Executive Officer, Regional Rail, will be responsible for budgeting project costs in future fiscal years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendations A and B support strategic plan goals 1, 3 and 4. These actions support Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

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ALTERNATIVES CONSIDERED

The alternative would be for the Board to not advance the LHW Double Track Project to final design. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project has received broad support from the Cities of San Dimas and La Verne.

NEXT STEPS

With Board approval of the staff recommendations, staff will issue a task order using the Regional Rail on-call services for the LHW final design. During the final design process, staff will work with the local cities, the San Gabriel Valley Council of Governments (SGVCOG), elected officials, and SCRRA to seek Federal and State grant funds for construction.

ATTACHMENTS

Attachment A - Map of LHW Double Track Project Corridor
Attachment B - Letter of Support from City of San Dimas
Attachment C - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418-3179
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION

Attachment B

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

City Manager
KENNETH J. DURAN

CITY OF San Dimas CALIFORNIA

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,

Curtis W Morris

Curt Morris
Mayor
City of San Dimas

245 EAST BONITA AVENUE • SAN DIMAS • CALIFORNIA 91773-3002 • [909] 394-6200 • FAX [909] 394-6209

Attachment C

CITY OF LA VERNE
CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

June 13, 2019

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

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017

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,

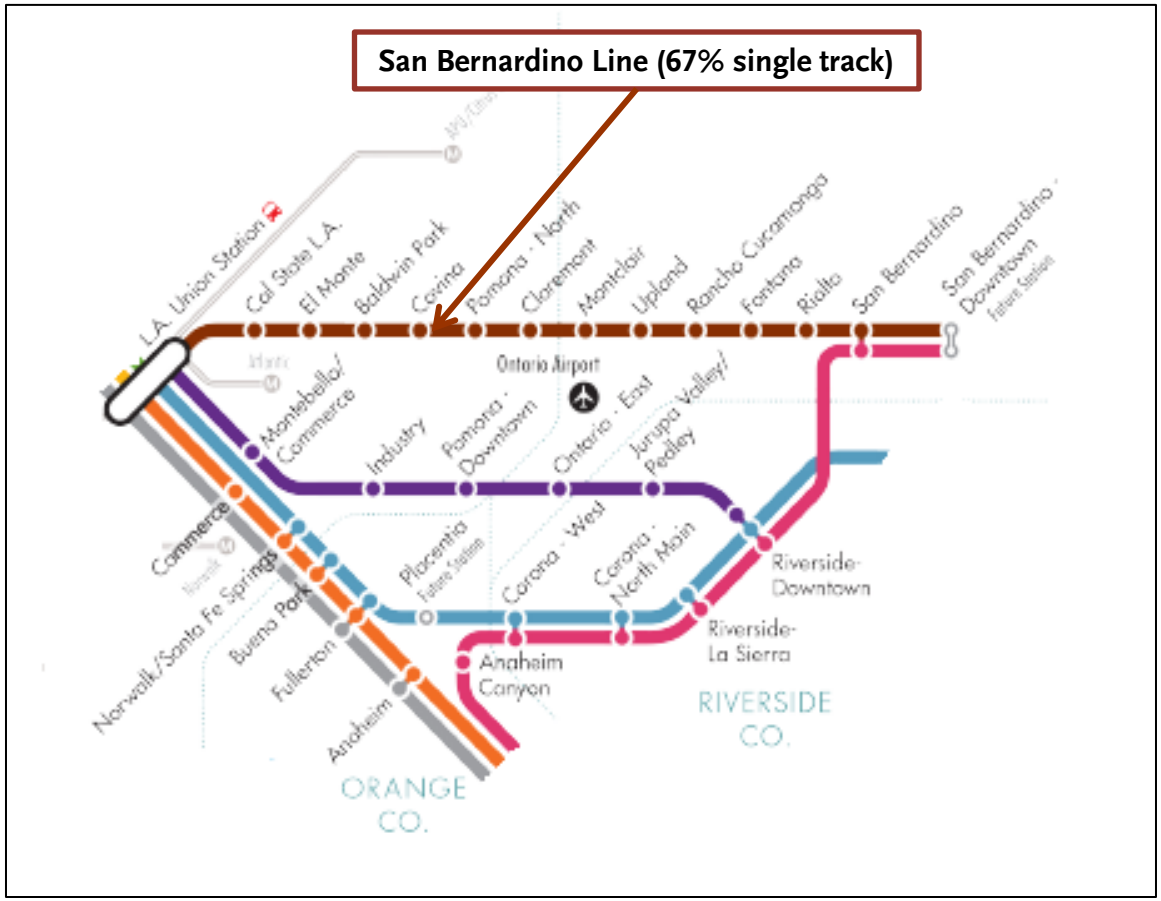
B. AUTHORIZE the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

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%.



Metro

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) SCRRA 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.

Metro

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.

Source: The Burlingame Voice

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.**

Metro