Welcome
LONE HILL TO WHITE DOUBLE TRACK STUDY
CURRENT AND PROPOSED CONDITION

San Dimas Crossings

La Verne Crossings
“QUIET ZONE READY” OPPORTUNITY

- Metro will design grade crossings to be "Quiet Zone Ready."
- A Quiet Zone is a stretch of rail track where the Federal Railroad Administration (FRA) does not require trains to sound their horn at rail crossings.
- **Local cities apply for an application** for Quiet Zones to the FRA and the California Public Utilities Commission near the end of the construction process.
- It’s anticipated that local cities would be responsible for any ongoing annual costs associated with liability insurance and new infrastructure maintenance.
CURRENT vs QUIET ZONE READY ENHANCEMENTS

BEFORE

AFTER
ENVIROMENTAL EVALUATION

- **Provided** information to the community
- **Evaluated** the project in accordance with State and Federal laws:
  - California Environmental Quality Act (CEQA)
  - National Environmental Policy Act (NEPA)
- **Conducted** appropriate technical and environmental analyses
- **Finalizing** an environmental evaluation for 30% design

- **Key environmental categories evaluated (30% design):**
  - Noise and vibration
  - Air quality/greenhouse gas
  - Traffic and transportation
  - Biological and jurisdictional resources
  - Cultural resources
  - Storm water and water quality
  - Geotechnical
  - Hazards and hazardous materials
  - Utilities
  - Paleontological Resources

*Partial list*
**NOISE & VIBRATION OVERVIEW**

- **Noise Methodology**
  - Measured existing 24-hour noise levels of Metrolink and freight train passbys at selected locations along the right-of-way
  - Used Federal Transportation Administration (FTA) criteria based on existing noise levels
  - Calculated future noise levels for the proposed project
  - Reviewed FTA criteria to assess potential noise impact

- **Vibration Methodology**
  - Measured vibration transmission of Metrolink and freight train passbys
  - Calculated existing and future conditions
  - Compared change to FTA criteria

<table>
<thead>
<tr>
<th>Noise and Vibration Terminology</th>
<th>Taking the temperature on noise</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Receivers</strong> are the locations that are sensitive to noise and vibration (i.e. residences).</td>
<td>![Emergency Vehicle] (140) <strong>140</strong></td>
</tr>
<tr>
<td><strong>Measurements</strong> are conducted using monitors for noise and vibration.</td>
<td>![Metrolink Train Horn] (130) <strong>130</strong></td>
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<tr>
<td><strong>Decibels</strong> are the measurement units of noise and vibration.</td>
<td>![Busy Freeway] (120) <strong>120</strong></td>
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<tr>
<td><strong>Existing noise</strong> is the total noise level from all sources in a given area, either within a building or in an outside environment.</td>
<td>![Quiet Neighborhood] (110) <strong>110</strong></td>
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<tr>
<td>![Office Noise] (100) <strong>100</strong></td>
<td>![Freight Horn] (90) <strong>90</strong></td>
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<tr>
<td>![Metrolink Passby at 50mph] (90) <strong>90</strong></td>
<td>![Grade Crossing Bell] (80) <strong>80</strong></td>
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<tr>
<td>![Emergency Vehicle] (80) <strong>80</strong></td>
<td>![Emergency Vehicle] (70) <strong>70</strong></td>
</tr>
<tr>
<td>![Metrolink Train Horn] (70) <strong>70</strong></td>
<td>![Emergency Vehicle] (60) <strong>60</strong></td>
</tr>
<tr>
<td>![Busy Freeway] (60) <strong>60</strong></td>
<td>![Busy Freeway] (50) <strong>50</strong></td>
</tr>
<tr>
<td>![Quiet Neighborhood] (50) <strong>50</strong></td>
<td>![Office Noise] (40) <strong>40</strong></td>
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<tr>
<td>![Office Noise] (40) <strong>40</strong></td>
<td>![Office Noise] (30) <strong>30</strong></td>
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<td>![Office Noise] (20) <strong>20</strong></td>
<td>![Office Noise] (10) <strong>10</strong></td>
</tr>
<tr>
<td>![Office Noise] (10) <strong>10</strong></td>
<td>![Office Noise] (0) <strong>0</strong></td>
</tr>
<tr>
<td>dBA at 50ft.</td>
<td><strong>0</strong> <strong>0</strong></td>
</tr>
<tr>
<td>![Emergency Vehicle] (Emergency Vehicle)</td>
<td>![Emergency Vehicle] (Emergency Vehicle)</td>
</tr>
</tbody>
</table>
NOISE & VIBRATION ASSESSMENT

Noise and Vibration Measurement Receiver Locations – South Cataract Ave to Arbor Circle

[Map showing locations N-7, N-8, N-9, NV-10, N-11, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, N-6, R12, San Dimas, La Verne, and HSN.]

Metro
NOISE & VIBRATION ASSESSMENT

Noise and Vibration Measurement Receiver Locations – A Street to North White Ave

[Map showing measurement locations with labels R24, R25, V-2, NV-12, N-13, N-14, R27, R29, R30, R31, R32, N-14, R33, R34, University of La Verne, Fairplex, La Verne, Pomona, Ballast Mat, Sound Wall Locations (in lieu of Quiet Zone), Future Track, Sensitive Uses: Residential, Sensitive Uses: Institutional (Church and Park), Hillside Noise Measurement Site, Noise Measurement Site, Vibration Measurement Site.

Metro
NOISE & VIBRATION SUMMARY

• **Noise Levels With Project**
  - With Quiet Zones, improvements in noise levels throughout corridor (6-8 decibel noise reduction).
  - Without Quiet Zones, sound walls will be required at selected locations to reduce noise levels (5 decibel noise reduction).

• **Vibration Levels With Project**
  - Vibration levels are compliant throughout the Project except at two locations.
  - Ballast Mats for new track will reduce vibrations (3 decibel reduction).
SCHEDULE

We Are Here

PHASE I
CONCEPTUAL 5%
PRELIMINARY
ENGINEERING PLANS &
ENVIRONMENTAL
STUDY
WINTER 2016

PHASE II
FINAL 30% PLANS,
SPECIFICATIONS &
ESTIMATES &
ENVIRONMENTAL
STUDY
SUMMER 2017

PUBLIC INVOLVEMENT