



Outreach Summary Report

Lone Hill to CP White Double Track Project

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1.0 Introduction

The Los Angeles County Transportation Authority (Metro) is evaluating the addition of a second mainline track along the Metrolink San Bernardino Line in the cities of San Dimas and La Verne. The proposed 3.9-mile double track segment would be located between Lone Hill Ave and White Ave. The goal of the proposed Lone Hill to CP White Double Track Project (Project) is to enhance safety and accessibility, improve Metrolink travel time and reliability, and upgrade 12 crossings to be “Quiet Zone Ready.”

The goals of the proposed Project are to:

- Improve Safety and Accessibility
 - Reduce the risk of train-on-train collisions and train-on-car/truck accidents
 - Provide safety improvements at rail crossings that benefit cars, trucks, pedestrians, communities and Metrolink riders
 - Extend the Pomona Fairplex Station platform
- Improve Travel Time and Reliability
 - Improve travel time and efficiency for Metrolink riders on the San Bernardino Line
 - Reduce delays due to trains waiting for another train to pass
 - Ability to add express trains
- Add Quiet Zone Ready Enhancements
 - 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 Quiet Zones to the FRA and the California Public Utilities Commission.

1.1 Purpose of Public Meetings

The purpose of the two rounds of Public Meetings held in San Dimas and La Verne were to provide information to the community on the purpose and need for the study and to gather feedback on the study’s Environmental Evaluation and Design aspects.

The comments and questions received during the public meetings process have been reviewed and considered by Metro and will be used as part of the final report, which will be submitted to the Metro Board of Directors.

The purpose of holding the community meetings for the Project was to:

- Inform Public of Proposed Project
- Outline Environmental Process
- Identify Issues of Concern
- Solicit Public Input

1.2 Summary of the Project

The Los Angeles County Metropolitan Transportation Authority (Metro), in conjunction with the Southern California Regional Rail Authority (SCRRA), initiated a study to add a

3.9-mile second mainline between Lone Hill Avenue in San Dimas and White Avenue in La Verne. The Lone Hill to CP White Double Track Project includes an environmental evaluation and preliminary design of up to 30% completion.

The existing railway is part of the San Gabriel Subdivision, which is used by both Metrolink commuter rail service (approximately 38 trains daily) as well as Union Pacific Railroad (UPRR) freight service (up to 4 trains daily). The rail corridor is owned by Metro.

As envisioned, the Project will include design for “Quiet Zone Ready” improvements to roadways and sidewalks, new and upgraded traffic and pedestrian crossing equipment, and improves existing drainage and landscaping at all grade crossings within the project zone. The addition of a second mainline track will allow for opposing rail traffic to run on separate tracks, improving the overall operations of Metrolink and UPRR trains.

2.0 Stakeholder Database

The Team compiled a comprehensive Project database comprised of over 4,600 contacts, which included, but was not limited to property owners, businesses, residents (HOAs), emergency responders, elected officials, Cities of La Verne and San Dimas staff, representatives from Metrolink, Union Pacific Railroad, Metro, and other sensitive receptors and interested stakeholders in the project area. *See Appendix O for stakeholder database.*

3.0 Public Meetings

Metro and its study partners (Cities of San Dimas and La Verne and Metrolink) held four public meetings in November of 2016 and May of 2017. Public meetings provided an opportunity for the public, community and interest groups, media, and government agencies to obtain more information on the study, to learn more about the environmental evaluation processes, to ask questions regarding the study, and to provide comments on the study.

3.1 Meeting Locations

Table 2-1 shows the public meetings held for the Lone Hill to CP White Double Track Project. This report includes oral and written comments presented at the public meetings as well as written comments submitted throughout the duration of the Project.

Table 3-1 Public Meetings Schedule

Date & Time	Location	Signed-in	Comment Cards	Speaker Cards
Tuesday, November 29, 2016 6:00 to 8:30 pm	San Dimas Plummer Community Building 245 E Bonita Av. San Dimas, CA 91773	89	24	16
Wednesday, November 30, 2016 6:00 to 8:30 pm	La Verne City Hall 3660 D St. La Verne, CA 91750	49	7	10

Date & Time	Location	Signed-in	Comment Cards	Speaker Cards
Tuesday, May 16, 2017 6:00 to 8:30 pm	La Verne City Hall 3660 D St. La Verne, CA 91750	35	1	14
Wednesday, May 17, 2017 6:00 to 8:30 pm	San Dimas Plummer Community Building 245 E Bonita Av. San Dimas, CA 91773	42	11	24
TOTAL		215	43	64

3.2 Meeting Materials

Project information was made available at each round of community meetings. In addition to project-related materials, Metrolink provided supplemental information related to Metrolink Operations at round one and round two community meetings. In addition, the Foothill Gold Line Construction Authority provided information for their project at the round two community meetings. The following list of collateral materials were available at each meeting. *Refer to Appendix A and G for copies of these materials:*

- Public Meeting Agenda
- Project PowerPoint Presentation
- Project Fact Sheet
- Project Frequently Asked Questions (FAQ) Sheet
- Speaker Card
- Comment Card

3.3 Key Attendees

The following representatives and agencies participated in at least one of the meetings:

Local Elected Officials:

- Curt Morris, City of San Dimas Mayor
- Emmett Badar, City of San Dimas Mayor Pro Tem
- Ryan Vienna, City of San Dimas Councilmember
- Don Kendrick, City of La Verne Mayor
- Muir Davis, City of La Verne Councilmember
- Tim Hepburn, City of La Verne Councilmember

Government agencies and special districts:

- City of San Dimas
- City of La Verne
- Metrolink
- County of Los Angeles

3.4 Newspaper Advertisements

The dates and locations of the public meetings were advertised in three newspapers. Advertisements provided a brief synopsis of the proposed Project and encouraged attendance at the meetings to share comments on the project. **Table 2-2** shows the published advertisements. *See Appendix B-3 for proof of publication.*

Table 3-2 Newspaper Advertisement Run Dates

Newspaper Publication	Run Date
San Gabriel Valley Tribune	11/23/2016
La Verne Community News	05/05/2017
San Dimas Community News	05/05/2017

3.5 Outreach

Outreach for this study was a collaborative effort between Metro, Metrolink and the cities of San Dimas and La Verne.

Metro and its partners provided various mechanisms and opportunities for the public and agencies to ask questions, comment, or request additional information on the study beyond attending the public and/or agency meetings. A designated Project information email address, website, and phone number were established and available throughout the duration of the Project.

Email Address. A project email address (fuhrmanj@metro.net) was established to provide the public with another means of submitting comments on the study. The email address is in all collateral materials and posted on the website. Comments received by email have been considered and incorporated into this report.

Website. The Metro Regional Rail website was used to provide ongoing information about the project, including the creation of a Lone Hill to CP White Double Track Project webpage. The webpage included information on the Project and the public meeting details, the presentation discussed at the meetings, electronic versions of the meeting handouts, and completed reports. The website will continue to remain a public information resource for the study. The website address is: <https://www.metro.net/regionalrail> (See Appendices B & H).

Phone Number. A Project-specific phone number [855-SAFE-TRX (855-867-9794)] was established for the public to provide comments and ask questions.

Mailing List. A Project-specific mailing list of stakeholders was generated. It included over 4,500 property owners, residents and businesses within the Project area. This mailing list was used throughout the Project for Project notification and updates. (See Appendices C & I for full list).

3.5.1 Noticing and Distribution Efforts

Multiple noticing and distribution methods were used to inform the public of the project and public meetings. Property owners, residents, businesses and commuters within the proposed project area received project information via, post cards, flyers and other means as described below.

Table 3-3 Noticing and Distribution Statistics

Noticing method	Statistics
Post Card Mailer	10,000
Door-to-Door Flyer	7,500
Newspaper Advertisements	3
Metrolink Seat Drops	8,400
Metrolink Rider Survey	200
Noise and Vibration Newsletter distribution	5,000
Eblast messages	10 Messages 233 Round 1 Recipients 326 Round 2 Recipients

Door-to-Door Flyer. Door hangers were distributed for both rounds of meetings. Prior to the first round of meetings, approximately 2,000 door hanger flyers were distributed to residences in the project corridor. During the second round of meetings, approximately 5,500 door hanger flyers were distributed to residences in the study area in San Dimas and La Verne.

Pop Up Booths. The outreach team staffed pop up booths at the Covina Metrolink Station on May 9 and at the Pomona North Metrolink Station on May 10. Project fact sheets, Noise and Vibration Study newsletters, Frequently Asked Questions (FAQ) and survey cards were handed out to riders. *See Appendix N for materials.*

Public/Private Repository Sites. Meeting notices were delivered by outreach staff to the following stakeholder locations.

- Mountain View Apartment Homes
- Sunnyside Senior Apartment Homes
- Charter Oak Mobile Homes
- The San Dimas Chamber of Commerce
- The La Verne Chamber of Commerce
- Personal Touch Property Management
- San Dimas City Hall
- San Dimas Library
- La Verne City Hall
- La Verne Library
- The Citrus Valley Association of Realtors

Eblast messages. Emails were sent to all contacts in the project database to provide notice of all four meetings, to thank all meeting attendees and to provide information on the noise and vibration study. *See Appendix N for sample of emails.*

Metrolink Rider Survey. A seven-question survey was provided to Metrolink riders to provide awareness of the Lone Hill to White project, as well as gather input. Survey cards with links to an online survey were handed out. *See Appendix N for survey and results.*

Metrolink Seat Drops. Commuters from San Dimas and La Verne were targeted through flyer seat drops on the Metrolink San Bernardino Line (SBL). More than 4,000 flyers were placed on seats in multiple SBL trains before each round of meetings, notifying them of the upcoming public meetings. *See Appendix N for Metrolink seat drop flyers.*

3.5.2 Social Media

Facebook Ads and boosted posts were used as an additional tool to invite the public to meetings and to increase Study awareness. Facebook Ads appeared in the top-right corner of the Facebook website and in user’s timelines as “sponsored” posts in both desktop browsers and on mobile devices. The ad was strategically shown only to users residing in the study area, which was driven by zip codes. The ad promoted the round two public meetings and included a link to the Regional Rail website. The advertisement was shown to **31,002** people and achieved clicks on the ad. The two boosted posts garnered **25** comments and were shared **96** times by users. Additionally, the boosted posts received **518** total reactions (likes). *See Appendix M for the Facebook advertisement and boosted posts.*

3.6 Key Stakeholder Briefings

The Lone Hill to CP White Double Track Project team met with several stakeholder groups during the life of this project, including the cities of San Dimas and La Verne, the University of La Verne, the Pomona Fairplex, property managers of several housing and apartment complexes and private communities (HOAs).

3.6.1 Agency/Organization Briefings

The Project team met with and briefed the executive staff of the cities of San Dimas and La Verne. The team also met with representatives from the University of La Verne and the Pomona Fairplex. **Table 3-4** shows when the team met with the agencies and organizations.

Table 3-4 Key Stakeholder Briefing Dates

Organization	Meeting dates
University of La Verne	08/29/2016 and 11/16/2016
City of San Dimas – Executive Staff*	08/04/2016, 10/24/2016, 05/10/2017 and 06/05/2017
City of La Verne – Executive Staff*	09/20/2016, 05/08/2017 and 06/08/2017
Pomona Fairplex	05/15/2017

*City staff briefed city council on the project.

3.6.2 Homeowners' Associations Briefings

From March 13 to April 13, 2017 the Project team met with seven (7) homeowners' associations at communities in the cities of San Dimas and La Verne. The seven communities with whom the Project team met were identified for targeted outreach because of their proximity to the Project corridor. The meetings were conducted to provide more specific Project information relevant to their respective communities. The meetings included 7-11 residents and 2-4 Project team members. The team walked the residents through a print out of the PowerPoint presentation, and addressed questions and comments from the meeting attendees. **Table 2-4** provides a summary of the dates, locations and attendance at the HOA stakeholder briefings. See *Appendix L for sign in sheets*.

Table 3-5 Homeowners' Association Briefing Dates

Homeowners' Association	Attendance	Meeting date
La Cuesta Encantada	9	03/13/2017
Park La Verne	11	03/14/2017
Puddingstone Village	8	03/22/2017
Canyon Creek Village	7	03/22/2017
The Gables	8	03/23/2017
Montecito Village	9	04/06/207
Puddingstone Tiburon	10	04/13/2017

3.6.3 Summary of Comments, Questions and Concerns by Homeowners' Associations

Table 3-6 summarizes the most common questions, comments and concerns verbally raised by members of the homeowners' associations.

Table 3-6 HOA Briefing Comments, Questions and Concerns

Category	Number of times comment or concern made
• Environmental concern or comment	13
• Metrolink operations/increase in number of trains in corridor	12
• Question or comment concerning the potential quiet zone opportunity	5
• Funding Mechanisms for potential construction	5
• Question or comment concerning the potential quiet zone opportunity	5
• Safety of the corridor	5
• City involvement	4
• Noise and vibration study	4

Category	Number of times comment or concern made
• How the project will be advanced	3
• Increase in the number of trains	3
• Rationale of the 3.9-mile length of the corridor	3
• Question or comment concerning the Gold Line project	3
• Timeline of the project	3
• Increase in the number of trains	3
• Liability costs for the cities	2
• Private crossings	2
• Costs of the project	2
Total Comments	77

4.0 Public Comments

This section summarizes the key issues raised during the public comment period. A total of 178 comments were submitted during the life of the study. Most of the comments received were submitted as Speaker Cards, Comment Cards, Verbal Comments or E-mails. Appendix C of this report includes a summary of all comments received during the study, including the oral comments presented at the public meetings. Appendix D includes copies of the written comments submitted on the Project. The key issues that were brought up are discussed in this section. **Table 4-1** below shows the breakdown of how comments were submitted and the level of support for the Project. Comments received from Facebook were screened and vetted through a process to determine if they were appropriate and/or relevant to the Project. “Neutral” indicates neither support nor opposition to the Project, but rather suggestions for improvement and further research.

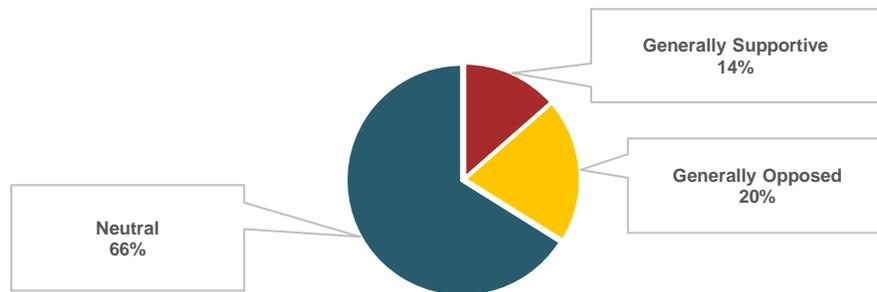
Table 4-1 Summary of Support Received

Type	*Generally Supportive (if Quiet Zone is implemented)	Generally Opposed	Neutral	Total
Round 1				
All Comments Received – San Dimas	10	12	42	64
All Comments Received – La Verne	9	0	24	33
All Comments Received – Outside of Study Area	0	0	3	3
Round 2				

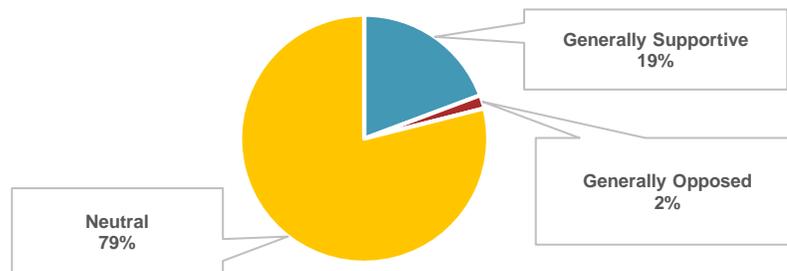
Type	*Generally Supportive (if Quiet Zone is implemented)	Generally Opposed	Neutral	Total
All Comments Received – San Dimas	6	12	36	54
All Comments Received – La Verne	2	1	21	24
All Comments Received – Outside of Study Area	0	0	0	0
Total	27	25	126	178

*A clear majority of the supportive comments were contingent on the project leading to the establishment of a quiet zone.

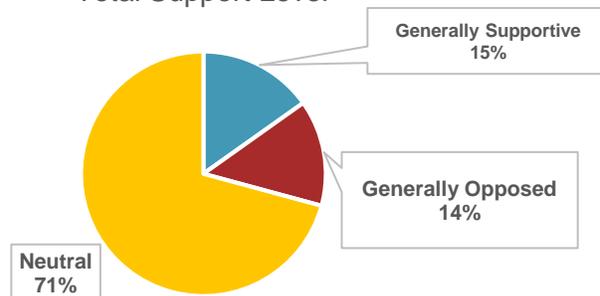
San Dimas Level of Support



La Verne Level of Support



Total Support Level



4.1 Summary of Comments Received from Private Citizens and Organizations

The following is a summarized list of the comments and questions received from the public at both of the open houses and all HOA briefings in written, oral and email form, separated by topic. Public spoken comments mostly concerned noise and vibration, specifically the implementation of a quiet zone. Some of the comments and questions showed neither support nor opposition for the proposed project, but brought up important issues that need to be addressed. **Table 4-1** provides a summary of the most frequently asked questions and comments and the number of times they were brought up at meetings or submitted to the project team by a letter or email. *Full comment summaries and raw comment cards, speaker cards and emails are available in Appendix E & K.*

Table 4-2 Summary of Types of Comments Received

Round 1	La Verne	San Dimas
Speaker Cards	10	12
Comment Cards	6	22
Verbal Comments	10	14

Round 2	La Verne	San Dimas
Speaker Cards	14	24
Comment Cards	0	11
Verbal Comments	16	16
Emails (all rounds)	22	

HOA Briefings	All Communities
Verbal Comments	77

Table 4-3 Summary of Comment Categories and Key Concerns

Category	Common Comment or Concern	Number of times comment or concern made
Noise and Vibration	Expressed support for the project only if quiet zone is included.	13
Noise and Vibration	Expressed need for a sound wall or sound wall and quiet zone.	8
Community Impacts and Environmental Justice	Metro should pay for liability insurance associated with the quiet zones.	7
Noise and Vibration	Expressed concern or opposition to project because of possibility of additional noise and vibration.	6
Public Safety	Expressed concern about the current or future safety of the project corridor.	5
Noise and Vibration	Include Fulton Road as part of the quiet zone.	4

Category	Common Comment or Concern	Number of times comment or concern made
Property Acquisitions/Right of Way	Concern or question raised about property acquisition.	4
Purpose and Need	Explain the purpose of the double tracks.	4
Noise and Vibration	Can a city's quiet zone application be denied by the FRA?	2

4.1.1 Noise and Vibration

- Concern raised that noise and vibration from double track would lead to increase in number of trains passing through corridor.
- Expresses support for the project if it brings a quiet zone to the area.
- Resident suggested conducting additional noise study on San Marcos road because of echoing.
- Clarification requested regarding how to cut down on vibration trains make.
- Clarify the different kinds of professionals conduct the double track study.
- Clarify if BNSF trains will be used in environmental study because of the possibility they return. Are dual-pane windows an option for mitigation?
- Resident complained about trains coming through the cities later than 9 p.m.
- Clarify if quiet zone application can be denied by FRA?
- Resident expressed that Noise/Vibration testing should be done with BNSF trains.
- Resident suggested double track addition and Quiet Zone implementation should be separate projects.
- Include Fulton Road as part of the quiet zone.
- Supports project if it includes quiet zone
- Include BNSF trains for noise and vibration study.
- Expressed support for a sound wall for noise mitigation.
- Requested clarification regarding if noise and vibration study included the additional track.
- Expressed concern over the echo trains create in the corridor.
- Please include vibration dampers under new tracks at curves.
- Clarification requested for how noise monitoring was conducted when trains were passing.
- Is there a chart that shows future condition of the project without any mitigation?
- Resident stated they were extremely frustrated with noise and vibration study and the response given by the city and Metro regarding the study.
- Concern expressed over the noise that passing trains make, regardless of the horn being sounded.
- Concern expressed over the noise and vibration study methodology. Resident questioned whether or not the monitoring accurately depicts the level of noise present at some locations in the corridor.
- Concern expressed regarding whether or not City of San Dimas would pay for liability insurance.

- Clarify sound wall locations should quiet zones not be implemented.
- Clarification requested regarding the use of multiple mitigation measures.
- Concern expressed that Metro is not providing as much mitigation as possible.
- Clarify the rationale behind having sound walls listed as a mitigation if quiet zone is preferred option.
- Clarify if the volume of the train horn can be reduced. And if Old Town La Verne be involved in the noise and vibration study.
- Clarify if this study will include noise readings from the Gold Line. Resident expressed concern that disappointed Quiet Zones aren't coming until 2020.
- Clarification requested on the construction of a sound wall before the double track is placed.
- Question raised regarding how to get a quiet zone without the double track project.
- Quiet Zones are very important to the City of La Verne. The train noise is too loud right now.
- Clarification requested regarding private crossings and if their owners need to apply for quiet zones.
- Clarify if a quiet zone can be located so close to the Pomona Fairplex Station.
- I think the community is most interested in the Quiet Zone that come along with the double tracking. A lot of trains will be coming through the community with Metrolink and the Gold Line.
- Clarify whether or not the cities can terminate the quiet zone after the improvements are constructed.
- Clarify how double track will reduce noise in the corridor.
- Do Noise and Vibration study across the ravine between San Dimas Ave. and Cataract
- Compare frequency of trains passing to proposed frequency or trains passing
- Concern expressed over the quiet zone and double tracking being one project.
- Requested for clarification regarding height of existing soundwalls.
- Clarify whether or not the quiet zone can be implemented without the double track addition.
- Clarify if freight trains abide by quiet zone.
- Requested clarification regarding whether or not train horns could be modified before the project is completed.
- Clarify whether or not the noise and vibration study takes into account noise from the future Foothill Gold Line traffic.
- Clarify whether or not private crossings apply for quiet zone applications.
- There needs to be enforcement if the Quiet Zone is established.
- Requests both sound walls and a Quiet Zone for noise mitigation be implemented and ballast mat for vibration and encourages Metro to work with their city for the Quiet Zone.
- The EIS noise study should use as the baseline the Metrolink's BNSF locomotives towed in neutral at high speeds, as this was the situation for one year prior to the removal of the BNSF locomotives.

- It appears the 24-hour noise test cycles did not include freight trains.
- The EIS vibration study should use as the baseline two or more Metrolink's BNSF locomotives towed in neutral at high speeds passing each other, as may be the case in the future if this project is constructed.
- The noise measurements should include residences that are closest to the track or worse case residence.
- A sound wall and quiet zone is needed between Lone Hill and Valley Center in San Dimas.
- Place a (sound) wall. The horn is crazy.
- The Project should install sound walls and get the Quiet Zone status.
- Confirm the maps at the meetings contained the only sound walls for the project, should the Quiet Zone not be pursued.
- All residential areas should get sound walls, if no quiet zone is implemented.
- Provide probability of the FRA and CPUC approving the Quiet Zone designation.
- Provide options should the Quiet Zone designation be denied.
- Secure the Quiet Zone designation at 100% design completion.
- Specify oversight and enforcement process for adherence to the Quiet Zone.
- Clarify why some areas receive sound walls while others do not.
- Provide the sound difference (delta) for the Tier 4 locomotives vs Metrolink's existing locomotives.
- Quiet Zone improvements need to be clarified.
- Provide the cost for each city to have the Quiet Zone.
- Existing rail noise at San Dimas Canyon is excessive.
- Quiet Zone safety measures and Noise and Vibration mitigations should be expedited, not Double Track.
- Concern with the Fulton Crossing in La Verne not being mentioned for Quiet Zone.
- Opposes the project because of the noise and vibration, increased difficulty of access to community and loss of quality of life.
- Opposes the additional track because of the addition of trains through the corridor.
- Clarify if this project will make the corridor quieter
- Clarify if the cities are working together on this project.
- Clarify if Metrolink ridership will pay for the double track addition.
- Clarify whether or not engineers are required to not blow their horn in the quiet zone.

4.1.2 Property Acquisition/Right of Way

- Concern raised over possible property acquisition.
- Clarification requested regarding how project will affect property values in the corridor.
- Clarify how Metrolink will handle the size of the proposed right-of-way between the Hagen Renaker properties.

4.1.3 Aesthetics

- Resident was concerned about the look of the Quiet Zone crossings and whether or not the double tracking is necessary for a Quiet Zone.
- Clarify that sound walls would be taller than existing walls.

4.1.4 Public Safety

- Clarify how the double track will affect students who utilize the grade crossings in the corridor to get to school.
- Clarify whether the 30% design documents include safety measures, regardless of the design.
- Expressed concern for safety of kids walking to school near project corridor.
- Clarify how additional double tracks prevent accidents.
- Clarify if quad gates are used if there is room to do 100-foot medians.
- Concern about an area between Walnut Avenue and San Dimas Canyon where there's a hole in the fence that could be a safety hazard. Concern expressed about kids crossing San Dimas Canyon Road to go to the Mini Mart.
- Clarification requested regarding whether or not the sound wall can be used as a safety measure as well as a mitigation measure to prevent people from accessing tracks through holes in chain link fence.
- Resident suggested that a brick wall would be safer than a chain link fence because there are holes in the chain link fences.
- Expressed concern over students crossing train tracks in corridor.
- If safety in the communities of San Dimas and La Verne have truly been a concern, the safety features shown in the presentation at the community meetings would have been previously completed.
- A single track appears to be inherently safer than a double track; simpler is safer than more complex.
- List all the improvements that will be provided by the project.
- Safety and noise are a concern due to holes in the chain link fence along the right-of-way.

4.1.5 Land Use and Planning

- Clarification requested for cost of double track construction.
- Clarify whether second track will be north or south of the existing track.
- Clarify why Metro doesn't double track all the way to Union Station.
- Clarification requested regarding costs of the quiet zone implementation
- Requested clarification regarding if quiet zone be so close to Pomona Metrolink Station.
- City of La Verne thinks there's a need to study grade separation at White Ave.
- Some existing corridors seem too narrow to accommodate double tracks. Specify the additional space (width) needed to increase from one track to two tracks.
- Request made to identify the total feet needed to construct the second mainline track.

- Ecstatic about platform at Fairplex. Want to know how to engage in the design/construction process.
- Expressed the need for development of well-lit pathway from station to campus.
- Planning on building transit center along White Ave at Gate 7. We hope to install by this year.
- Long range plans include large developments looking at mass transit as a future solution to increase in visitors.
- Expresses support for double track project.
- Asked if sidewalks will be installed at White and Arrow.

4.1.6 Community Impacts and Environmental Justice

- Share the future construction timeline.
- Requested the impacts this project will have on the Metrolink the San Bernardino Line.
- You should consider an underpass at White Avenue.
- FRA requires liability insurance. Liability should be taken on by Metro.
- Resident expressed that Metro should pay for quiet zone improvements and liability insurance.
- Resident expressed she did not want a double track addition.
- Metro should pay for liability insurance.
- Metro's funding comes from taxpayers and they are entitled to get something in return. The community expects as much impact mitigation as Metro can provide.
- Expressed concern over dust being blown into house from Metrolink trains.
- Trains should not run before 5 am because of noise and vibration impacts.
- Expressed concern over the motivation to add a second track.
- Expressed concerns that house shakes, concrete cracks. Does not support a second track.
- Requested train engineers be more considerate of residents.
- Expressed concern over train operators blowing horns too loudly.
- Train horns are the biggest nuisance
- Expressed concern that noise in canyon impacts homes
- Provide construction hours.
- Metro fails to understand or recognize the level of frustration and damage that residents are experiencing.
- Evaluation should also include the impact to property values to impacted areas.
- The exemptions to which reference was made at the meetings were unclear.
- Provide information on how evaluators of the environmental studies are selected and identified for unbiased assessment.
- Provide more clarity on funding for the completion of the project, including the source of the funding.
- Provide the funding sources for construction.
- List all the construction mitigation for dust, noise, etc.
- Provide the construction duration.

- Provide the construction time frame.
- No Environmental Impact Report was done when Metrolink was brought into our community.
- Clarify if cities cannot allow Metro to put in the second track unless Metro pays for the liability insurance for the quiet zone.

4.1.7 Purpose and Need

- Clarification requested regarding the rationale for a second track with few trains being added to the line.
- Clarification requested regarding why Metro isn't proposing a double track from White Ave. to Los Angeles Union Station.
- Explain the purpose of double tracks.
- Explain the benefits of this project for San Dimas, since no station addition is included.

4.1.8 Transportation & Traffic

- Concern raised over waiting times at crossings if trains stop on tracks at grade crossings.
- Clarify if Metrolink conductors can blow their horn through the quiet zone if they deem it necessary.
- What is the sound difference between the current trains and the Tier 4 trains?
- Concern expressed over the previous use of the BNSF trains.
- Clarify if there will be greater use of the Pomona Fairplex station platform if there is construction to increase its size.
- Clarify what the maximum capacity of the SBL line is each way.
- Will there be additional service or will the trains run faster?
- How will this impact the San Bernardino Line?
- Worst case residences and locomotives were not used in the EIS, which includes the 430,000 pound BNSF locomotive or other untested locomotives that may be used in the future and could exceed Metrolink noise.
- Clarify if the double track would allow a train to pull over to allow another train to pass.
- Measures need to be in place to reduce and control the extra rail traffic.
- More information is needed whether extending the Fairplex platform would increase a demand to use the Fairplex station more often.
- Inquiry on whether commute times will change after construction completed.
- Explain why Metrolink so much more expensive than the Gold Line.

4.1.9 Other Comments

- Will you expand notification area?
- Clarification requested on whether Metro is a government, county or state agency.
- Timeline for submitting comments is needed.
- As a deaf person, I support the plan to place the Metro line across East San Gabriel Valley.

- Establish a 24-hour T.P.P. or C.R.S. service for the deaf.
- Provide information on when/where/how opposition to this project can be made.
- Let the student body of the University of La Verne know about the project.
- Clarify the timeline of the Raymer to Bernson and Brighton to Roxford double-tracks project meetings.
- Please forward information about this project to the Gold Line Authority.
- Clarify the positions of the cities of San Dimas and La Verne regarding this project.

5.0 Conclusion

Metro will publish a Notice of Exemption as this project will qualify for a statutory exemption from CEQA, and as the project would implement rail-related improvements in an already established rail right-of-way. The environmental evaluation performed for the project to inform Metro decision-makers resulted in a low-level analyses and the results will be added into a CEQA memorandum to be put into the administrative record. As federal funding is being explored, a NEPA FRA Categorical Exclusion checklist was prepared for lead agency review. For this type of environmental evaluation, public meetings are not required. However, Metro decided to host two sets of Open House meetings to initiate the technical studies and environmental phase with community participation, and to solicit feedback from the public. To date, Metro or the federal lead agency have not posted notices completing the environmental process for the project for CEQA or NEPA.