Overview

Metro is moving forward with final design of the Raymer to Bernson Double Track Project (Van Nuys-Northridge-Chatsworth). It will add 6.4 miles of second mainline track between Control Point (CP) Bernson (near DeSoto Ave) and CP Raymer (near Woodley Ave) in Los Angeles County. Other improvements will include grade crossing equipment upgrades, traffic controls and road improvements. Once complete, this will improve safety, add capacity, and improve operational reliability along the Metrolink Ventura Line and Amtrak’s Los Angeles – San Diego – San Luis Obispo (LOSSAN) Pacific Surfliner corridor.

Project Goals

> Promote rail corridor safety and accessibility.
> Improve operational reliability and on time performance along the Ventura Line.
> Allow for future additional intercity passenger and commuter service consistent with the State’s intercity passenger rail improvement goals for the corridor.
> Upgrade the Northridge station to serve more passengers and trains due to the increased capacity from the double track.
> Enhance passenger experience at the Northridge station including additional displays, wayfinding, security and safety improvements.

Background

The Raymer to Bernson Double Track Project will complete a continuous double track corridor along the LOSSAN corridor through Los Angeles County. It will provide a second mainline track on the Metrolink Ventura Line. This line is also used by Amtrak’s Intercity Pacific Surfliner and long distance Coast Starlight corridor as well as UPRR Freight. The total length of the new second mainline track is approximately 6.4 miles between CP Raymer at Milepost (MP) 453.1, to CP Bernson, at MP 446.7. The project is located in a corridor owned by both the Union Pacific Railroad (UPRR) and the Los Angeles County Metropolitan Authority (Metro). As part of this work, nine at-grade rail crossings and two bridges will be reconstructed. In addition, a second side platform and a grade separated pedestrian underpass will be built to connect the existing and new platform at the Northridge Station.

Currently, the single track along the corridor limits the ability of trains to recover from any lost schedule time. The double track will minimize the need for trains to idle at control points. This will lead to better air quality and lower greenhouse emissions. Upon project completion, the upgraded street and rail crossings will enhance train and traffic safety and better serve passengers. The second mainline track will improve the flow of Metrolink, Amtrak and UPRR trains.

Metro has secured funds from the California State Transportation Improvement Program (STIP) and State Proposition 1B for final design and construction. Measure R and other funds were used to complete the preliminary engineering and environmental clearance.

Chatsworth to Van Nuys Double Track Project
Public involvement is of paramount importance for all agencies and jurisdictions involved. Therefore community outreach will continue through the end of construction to educate, inform and garner input from stakeholders. The flow chart below highlights the major milestones in the process from beginning to end.
Contact Us

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

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