

**Amendment by Directors Kuehl, Krekorian, Antonovich and Dupont-Walker**

February 25, 2016

**Raymer to Bernson Double Track Project**

The Raymer to Bernson Double Track Project proposes 6.4 miles of second mainline track between Control Point Bernson near De Soto Avenue and Control Point Raymer near Woodley Avenue. The project will also upgrade the Northridge Metrolink station by providing a second platform, a grade-separated pedestrian underpass, new passenger information displays, and improved wayfinding. Roughly 1.5 miles of the double track project runs through a residential neighborhood in Northridge where the second track would be spaced at 15 feet from the existing track and approximately 35 feet from the residential property lines with no proposed noise and vibration mitigations included. The Raymer to Bernson Double Track Project benefits external agencies, and Metro is the project manager for Metrolink.

The project proceeded through the environmental and design phase without any public input or review by the residential community even though it would result in train tracks moving 15 feet closer to existing homes. Upon learning of the project this past summer, residents quickly organized to oppose it. As a result of numerous community concerns, the Metro CEO directed that the project be placed on hold in August 2015 pending further technical analysis and engagement with the community. To address community concerns, Metro took noise and vibration readings at key neighborhood locations. The results show that existing levels exceed current federal standards with noise levels regularly reaching 107 dBA decibels. The results also confirm that noise and vibration will increase with the proposed double track project.

Despite Metro's outreach efforts, continued misinformation and inaccurate data have resulted in a deep level of distrust and anger towards this agency by the residents. Residents question the accuracy of the project's environmental categorical exemption as well as the number and length of trains delayed daily in the corridor. This inaccurate information, coupled with a lack of public outreach, has resulted in a united and firm opposition by the residential community to the project.

Metro has secured \$104 million in funding for the project with \$63.5 million coming from the State Transportation Improvement Fund (STIP). STIP funding is highly competitive, and it is important to maintain the funding for improvements in Los Angeles County. According to Metrolink, providing a second mainline track outside of the residential area would still provide a significant operational improvement to the flow of Metrolink, Amtrak, and UPRR trains.

**WE THEREFORE MOVE** that the **Board** direct the Chief Executive Officer (CEO) to:

1. Work with the California Secretary of Transportation to re-scope the Raymer to Bernson Double Track project to avoid the 1.5 mile residential area in Northridge.
2. Should the State not authorize a reduced project scope, the CEO shall work with the California Secretary of Transportation to identify another qualified project in Los Angeles County where the project funding could be utilized.
3. Continue outreach to the residential neighborhood to ensure they are informed regarding the progress of this motion.
4. Provide a progress report in April 2016 with a final report back in July 2016.