



Burbank to Anaheim Shovel-Ready Projects Fact Sheet

The Corridor between Burbank and Anaheim is one of Metrolink’s busiest corridors that serves LOSSAN, Orange County bound trains, trains from both the Antelope Valley and the Ventura Lines, Amtrak, Union Pacific (UPRR), and Burlington Northern Santa Fe (BNSF). Metrolink owns and maintains the tracks along three subdivisions on this corridor: the Valley Subdivision, the River Subdivision, and the Orange Subdivision. The stretch of track between the River Subdivision and the Orange Subdivision is owned, dispatched, and maintained by BNSF.



Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the heavy train traffic along these corridors, the segments between Burbank and Anaheim have a growing list of rehabilitation, state of good repair (SGR), and other construction projects that are shovel-ready and can break ground within 3-12 months of funding being allocated.

Currently, there are a number of capacity expansion projects in development within this corridor but due to their early stage of development will not be shovel ready within 3-12 months and thus are not considered shovel-ready.

The rehabilitation shovel-ready projects listed below have either the design complete or near completion or require little to no design using Metrolink’s standard plans and can move immediately into construction (many rehabilitation projects are like this). Metrolink also has the ability, using job order contracts, to begin construction almost immediately once funding is allocated on standard railroad projects such as rail, tie, and culvert replacements.

Priority	Capital Rehabilitation & Expansion Projects:	Project Benefit	Assemb./Senate Dist. No.	Total Projected Cost
1*	LAUS Track and Signal Modernization	Reliability	Assemb. 51 – Sen. 24	\$28,643,632
2	FY20 Valley Signal System Request	Reliability	Assemb. 43,51 – Sen 24,25	\$1,000,825
3	FY20 Facilities Request – CMF	Reliability	Assemb. 51 – Sen. 24	\$1,810,000
4	Burbank Jct – CP Taylor Track Improvements	Reliability	Assemb. 43,51 – Sen 24,25	\$13,400,000
5	River Sub Track Improvements CP Taylor to CP Chavez	Reliability	Assemb. 51,53 – Sen. 24	\$4,500,000
6	Station Communications Upgrades – Burbank to Anaheim	Customer Experience	Assemb. 43, 51, 53, 68, 69 – Sen. 24, 25, 29, 34, 37	\$1,720,000
7	River Sub West Bank Track Improvements - Chavez to Redondo	Reliability	Assemb. 53 – Sen. 24	\$6,000,000
8	Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$2,300,000
9	Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	Reliability	Assemb. 43,51 – Sen 24,25	\$2,000,000
10	Orange Sub Signal Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$300,000
11	Valley Signal Rehabilitation between Burbank and CP Taylor	Reliability	Assemb. 43,51 – Sen 24,25	\$1,300,000
12	River Sub Bridge 3.35 Grading, Drainage, and Fencing	Safety and Security	Assemb. 51 – Sen. 24	\$300,000
13	River Sub Signal Rehabilitation – CP Taylor to Redondo	Reliability	Assemb. 51,53 – Sen. 24	\$3,500,000
14	Burbank to Los Angeles Lubricator Replacements and Enhancements	SGR	Assemb. 43,51 – Sen 24,25	\$1,000,000

15	Main St – West Bank Crossing Track Rehabilitation	SGR	Assemb. 51 – Sen. 24	\$650,000
16	Fencing/Slope Stabilization between Capitol and Dayton	Safety and Security	Assemb. 51 – Sen. 24	\$250,000
17	Valley Sub Grading and Ditching between Chevy Chase and Colorado and Glendale Fwy to CP Taylor	SGR	Assemb. 43,51 – Sen 24,25	\$1,500,000
18	Replacement of East and West Diamonds into CP Mission	Reliability	Assemb. 51 – Sen. 24	\$1,600,000
19	Orange-Olive Wye Modernization and Signal Improvements	Operational Efficiencies and Reliability	Assemb. 68 – Sen. 37	\$5,000,000
20	Orange Siding and Spur Tracks – MSEP Phase 2	Operational Efficiencies and Reliability	Assemb. 69 – Sen. 29	\$3,000,000
21	“Roundhouse” Lead Rehabilitation – Siding Track to Amtrak Yard	SGR	Assemb. 53 – Sen. 24	\$500,000
Total				\$80,274,457

*LAUS Track and Signal Modernization project is partially funded, with a funding gap of approximately \$28.6M for the preferred Scope of Work.