

TCR Program – Application Amendment Project # 35.3 – July 2005

Los Angeles Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County.

(\$ X 1,000)

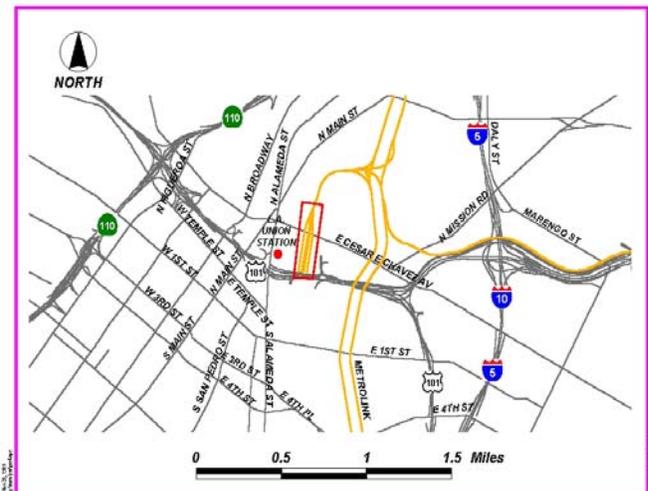
<i>Estimated Project Cost:</i>	\$7,453	<i>TCRP Funds Approved To Date:</i>	\$7,453
<i>TCRP Funds – Subproject #35.3:</i>	\$7,453	<i>Phases(s) Approved To Date:</i>	All
<i>TCRP Funds for Project #35:</i>	\$100,000		
<i>Lead Agency:</i>	California Department of Transportation (Caltrans)	<i>Implementing Agency:</i>	Southern California Regional Rail Authority

<i>TCRP Allocations To Date:</i>	\$7,453	<i>for Phase(s):</i>	2,4
<i>Advance Approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary:

The overall Triple Track and Run-Through-Track project is to improve passenger train operations at the Los Angeles Union Station. The overall Triple Track and Run-Through-Track project has been split into three Sub-Projects for implementation:

- Sub-Project #35.1) Run-through-tracks from Union Station to mainline track along Los Angeles River.
- Sub-Project #35.2) Triple Track BNSF line.
- **Sub-Project #35.3)** Fifth lead track at Los Angeles Union Station.



PSR MAP - 5TH LEAD INTO L.A. UNION STATION

Sub-project #35.3 adds a new lead track between the station platform tracks and the routes that extend to the east, north, and south at the Los Angeles Union Station (LAUS). The fifth lead track will provide additional capacity and permit construction staging during the Los Angeles Run-Through project. This new fifth track will be situated to the west of the existing four tracks, and reconfigures the tracks to add capacity northward out of the LAUS for Metrolink Ventura County and Antelope Valley lines, and northbound Pacific Surfliner trains.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental – Statutorily Exempt			
2	Track and Signal Design - PS & E	2/02	8/03	\$284
3	Right of Way Acquisition – N/A			
4	Construction	3/05	10/07	\$7,169
Total:				\$7,453

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$284		\$7,169	\$7,453
		Proposed					
Totals:		Committed		\$284		\$7,169	\$7,453
		Proposed					
Totals:				\$284		\$7,169	\$7,453

Prior TCRP Action:

- Original Application was approved on February 28, 2002 (Resolution TA-02-02).
- A minor amendment to redirect \$125,000 from Phase 4 (Construction) to Phase 2 (Plans, Specifications & Estimates) was approved June 2002. Increase in design cost is greater than originally anticipated due to the complicated nature of the signal system for the approaches and track details.
- A second minor amendment was approved June 26, 2003, Resolution TAA-03-03, to extend the project end date by one fiscal year. The extension is needed due to complicated signal work. Design is currently progressing and involves a high level of coordination with all stakeholders (SCRRA, Amtrak, Catellus and others).
- An application amendment to adjust the schedule and funding plan was approved October 28, 2004 (TAA-04-11) and an allocation amendment was approved October 28, 2004 (TFP-04-07).
- An application amendment to program additional funds (\$2,384,000) to Phase 4, and revise the schedule and funding plan was approved July 14, 2005 (TAA-05-11).
- An allocation of \$7,064,000 for Phase 4 was approved July 14, 2005 (TFP-05-06).

Status of Conditions: No conditions.

Discussion/Issues: This project is statutorily exempt under CEQA. Regional Transportation Plan documentation on file.