



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**PLANNING AND PROGRAMMING COMMITTEE  
July 16, 2014**

**SUBJECT: REGIONAL RAIL UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file the Regional Rail Update through June 2014.

**ISSUE**

The Regional Rail unit is responsible for providing overall coordination, management, and the programming of funds for LACMTA's commitment to the commuter, intercity, and high speed rail networks serving Los Angeles County. In addition, this unit also manages and coordinates capital improvement projects along the LACMTA owned railroad right-of-way.

**BACKGROUND**

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 45,000 riders per day throughout the Los Angeles basin.

LACMTA is also a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Joint Powers Authority, which coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this corridor.

LACMTA is also instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail alignment connecting northern California to southern California. As part of this, staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

**Capital Projects**

The Regional Rail department has 18 projects currently at various stages of development. The projects are described in detail in Attachment C. Of particular note are the following projects:

- Southern California Regional Interconnector Project (SCRIP)

At least four tracks from the south end of LAUS will be extended across the 101 freeway to connect with the main tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and leave the station at either end, as opposed to the current single entrance and exit point. With this project, the capacity of the station will be increased by 40% - 50% as well as sharply reducing greenhouse gases associated with idling locomotives.

The Board awarded the contract for environmental and final engineering in April 2014. By the time of this report, a contract has been executed and work is in full swing. A limited notice to proceed has been issued to the contractor. The Environmental and final engineering will be completed in two years.

The SCRIP project was previously developed with the raising of just two platforms and related tracks, showing that the project can be completed and operated without raising the entire yard. Consequently, a separate task has been added to the engineering contract to study the effects of raising the entire yard to accommodate the concourse that has been approved as part of the Union Station Master Plan as well as identifying any associated operational benefits. This work will study, operations, constructability, engineering, cost, and scheduling associated with raising the center yard and implementing an expanded concourse.

Currently, the project is projected to be completed in late 2019 – early 2020. These dates are based on early estimates. As the project is developed, the delivery dates will be adjusted to fit the advanced knowledge of the project.

- Bob Hope Airport/Hollywood Way Station, Antelope Valley Line

The environmental and final engineering work is underway. LACMTA is the lead and is working with Metrolink to accelerate the project.

The original plan was for the Bob Hope/ Burbank Airport to develop the parking lot located on their property and that LACMTA will develop the station. However, recently the Airport requested that LACMTA engineer and construct the parking lot.

- Vincent Grade/Acton Station Second Platform and Vincent Siding Extension

A siding in the vicinity of the Vincent Grade/Acton Station will be extended by 4,000 feet to create two miles of continuous double track. A second side platform will be added at the Vincent Grade/Acton Station. SCRRA completed the environmental and final engineering work in spring 2014. In June 2014 the California Transportation Commission (CTC) programmed \$8.2M in Trade Corridor Improvement Funds (TCIF) for construction. Allocation of the funds is likely to occur in August 2014. SCRRA will release the RFP for construction this fall.

- Doran Street Grade Separation

The Doran Street grade crossing has been identified by the CPUC as one of the most dangerous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and operational efficiency. The project is currently in the Alternative Analysis (AA) phase.

LACMTA has been working with staff and elected officials from the cities of Glendale and Los Angeles to develop alternatives that are acceptable to the communities while meeting the needs of the project. In addition, the alternatives need to meet the planning needs related to the Los Angeles River. Three alternatives will be carried into the Project Study Report Equivalent (PSRE) by the end of summer 2014.

Phase 2 environmental studies and preliminary engineering is expected to be completed by summer, 2015. The first round of public outreach has begun with a meeting held in February, 2014. Additional meetings are planned through the project development phases.

- Van Nuys Second Platform

Currently, there are two main line tracks at the Amtrak/Metrolink Van Nuys Airport station; however, there is only one single side platform. A center platform providing passenger service to both main tracks will be provided. This platform will be accessed through a grade separation under the southern track to the center platform. Preliminary engineering and environmental work are complete. In December LACMTA received an allocation of \$4M from the CTC for final design. The board awarded the contract for final design in May 2014. Limited Notice To Proceed (NTP) has been granted. Final design will start this month and take 12 to 18 months to complete.

- Raymer to Bernson Double Track

6.4 miles of second main line track will be constructed between Van Nuys and Chatsworth. A second side platform will also be built at the Metrolink Northridge Station as well as enhancements to nine at-grade crossings in the corridor. Preliminary engineering and environmental work are complete. In January, LACMTA received an allocation of \$6.5 million from the CTC for final design. The board awarded the contract for final design in June 2014. Final design will start this month and take 12 to 18 months to complete.

- San Bernardino Line Strategic Study

This feasibility study will identify and prioritize projects to enhance safety and add capacity on the Metrolink San Bernardino line. LACMTA is funding 60% of the study costs, and the other 40% of the costs are funded by San Bernardino Associated Governments (SANBAG). The draft final report was completed in June 2014. Staff is finalizing the review of the report.

The Lone Hill to CP White double track project was proposed as a result of the modeling efforts of this study. In October 2013, the LACMTA board approved \$3 million for the environmental and preliminary engineering for the double track project.

A project study report (PSR) is being completed. Staff expects to release a RFP for environmental and preliminary engineering this fall.

- Burbank Bob Hope Airport Station Pedestrian Grade Separation, Ventura Line  
In February 2014, the Regional Rail Team was awarded \$7M in Interregional Transportation Improvement Program (ITIP) funds to support the development of an elevated passenger walkway from Bob Hope Airport Regional Intermodal Transit Center (RITC) to the existing train station on the Ventura Line/Ventura Subdivision. This grant will be applied to the construction of this project. In June 2014, the LACMTA board approved an additional \$3.5 million in Measure R 3% funds to fully fund the project through engineering and construction. The Regional Rail team will be procuring a consultant team to develop the project in the Summer of 2014.
- Rosecrans Marquardt Grade Separation  
With this project, the Rosecrans and Marquardt intersection with BNSF/Metrolink rail tracks will be grade separated. This is related to the 14.7 miles triple track project underway in the area. This grade separation will allow the construction of three tracks across these streets. The project positively affects capacity in the corridor and has both freight and commuter rail benefits. The environmental and final design was completed in January 2005. LACMTA will currently procure the services of a contractors through the regional rail bench that will advance the project into construction. Staff is meeting regularly with the stakeholders of the project. Staff is looking at the existing design to determine if it can be used with the future plans for the corridor. This will determine the level of effort needed to bring the design back to 100%.

### Metrolink Commuter Rail

- Metrolink Budget  
Metrolink transmitted their FY 2014-15 Annual Work Program budget to the member agencies on May 1, 2014. LACMTA's board approved Metrolink funding at the June 26, 2014, board meeting totaling \$78,184,108 as follows:  
\$59,683,000 for Operations (including two new round trips on the 91/Riverside Line)  
\$ 2,305,108 for Right to Way Security (ROW)  
\$ 4,000,000 for ROTEM Reimbursement  
\$ 4,096,000 for Positive Train Control (PTC)  
\$ 8,000,000 for the Renovation and Rehabilitation Program  
\$ 100,000 for one-time Special Events
- Metrolink Finances  
Metrolink completed their Comprehensive Annual Financial Report (CAFR) on May 31, 2014. LACMTA is reviewing this information to identify potential reprogramming of funds and beginning their audit of projects.

SCRRA continues to work on gaining control of the financial issues facing their agency. In particular, SCRRA's implementation of Oracle 12 is still hampering their ability to provide budget to actual reporting to the member agencies. As a result,

Metrolink is procuring the services of KPMG's ITS software implementation team to resolve these issues. The Oracle reconciliations are expected to be completed by December 31, 2014.

LACMTA has been working closely with SCRRA to resolve their invoicing issues. To date LACMTA staff has been working to ensure that invoices are applied against the proper funding source and reconciling the existing MOUs and programs with expenditures.

- Metrolink Ridership and Revenue Update (July thru March 2014)

Through March 2014, Metrolink ridership was 3% less year-over-year and 6% below budget for FY 2013-14. Metrolink revenues are up 2% year-over-year and are 7% below budget for FY 2013-14. Metrolink implemented a 7% fare increase in July 2013.

Metrolink fare revenues are \$4.5M less than budgeted for FY 2013-14. If this trend continues, Metrolink fare revenues will be \$6M less than budgeted at the end of FY 2013-14. Much of the ridership loss is attributable to the weakening demand for commute trips into Los Angeles. Office vacancy rates in downtown Los Angeles remain high, as government employment is slow to recover from the recession. More ridership information is available in Attachment A.

#### LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor travels through six counties in Southern California and is the second busiest intercity rail corridor in the United States. There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.7 million on Amtrak Pacific Surfliner plus 4.5 million on Metrolink and Coaster commuter rail.

The Pacific Surfliner is Amtrak's second busiest intercity rail corridor in the nation. In May, ridership was down 1.5% compared to the prior year. Revenues were up 8% over the prior year. More detailed trends are included in Attachment B.

The LOSSAN Joint Powers Authority (JPA) continues to transition from State to local governance and management of the intercity rail service. The local managing agency, OCTA, is developing a draft business plan and Inter-agency Transfer Agreement (ITA) with the State. Draft of both documents will be presented to the LOSSAN board in January 2015. The deadline to execute the ITA with the State is 2015 and is on schedule. Local management of the LOSSAN Corridor will lead to better service and schedule integration of the various services (Amtrak, Metrolink, Coaster).

#### High Speed Rail

The Governor's budget was signed in June. This budget allocates 25% of Cap and Trade funds to high speed rail.

The Supplemental Alternative Analysis work is underway on the Los Angeles to Palmdale segment in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more direct route between Palmdale and Burbank. LACMTA is waiting on the route decision in order to proceed with the Brighton to Roxford Double Track Project. This delay is necessary in order to define the project effectively since the project is vastly different when the high speed rail system is located within the right-of-way,

In June the CHSRA Board elected to maintain the Palmdale Transportation Center as the station in Palmdale. This eliminated the western station option that was situated away from the existing railroad right-of-way.

The Board also approved was the extension of the tunnel in Santa Clarita for further study. This longer tunnel avoids many of the community impacts that the previous alignment had.

In addition to the other two items, the Board officially adopted that the San Fernando Valley Station, and the Initial Operating Segment terminus, will be located in Burbank near Burbank/Bob Hope Airport. This location further enhances plane to train connections in the region.

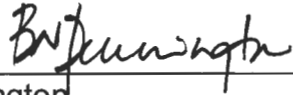
### **NEXT STEPS**

- Continue to develop the projects defined in Attachment C
- Develop projects for funding under the high speed rail MOU
- Release the RFP in Summer 2014 for the Los Angeles County Grade Crossing and Corridor Safety Program
- Release the RFP in Summer 2014 for the Bob Hope Airport Station Pedestrian Overpass
- Release the RFP in Fall 2014 for the Lone Hill to White Double Track (PS&E)

### **ATTACHMENTS**

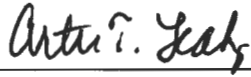
Attachment A -- Metrolink Ridership Trends  
Attachment B -- LOSSAN Corridor Trends  
Attachment C – LACMTA Regional Rail Projects

Prepared by: Jay Fuhrman, Transportation Planning Manager  
(213) 922-2810  
Yvette Reeves, Sr. Administrative Analyst  
(213) 922-4612  
Don A. Sepulveda, P.E., Executive Officer, Regional Rail  
(213) 922-7491



---

Bryan Pennington  
Executive Director,  
Engineering and Construction



---

Arthur T. Leahy  
Chief Executive Officer

**SCRRA - METROLINK AVERAGE WEEKDAY PASSENGER TRIPS****THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED**

5/1/2013

5/31/2014

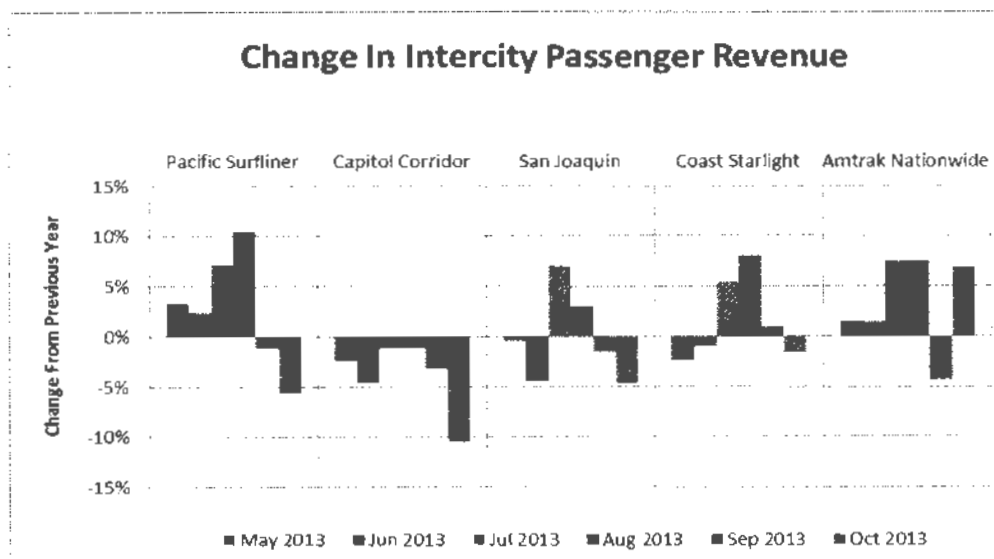
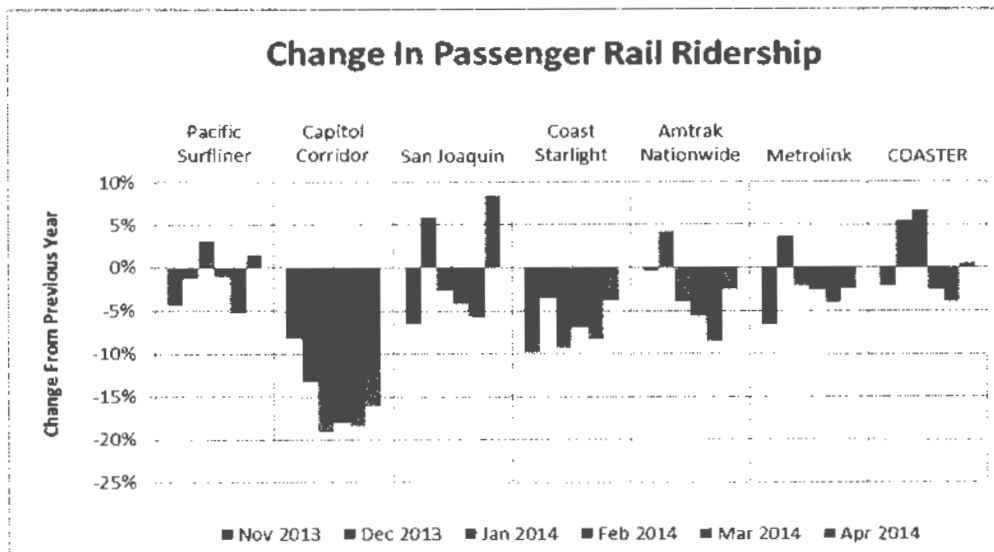
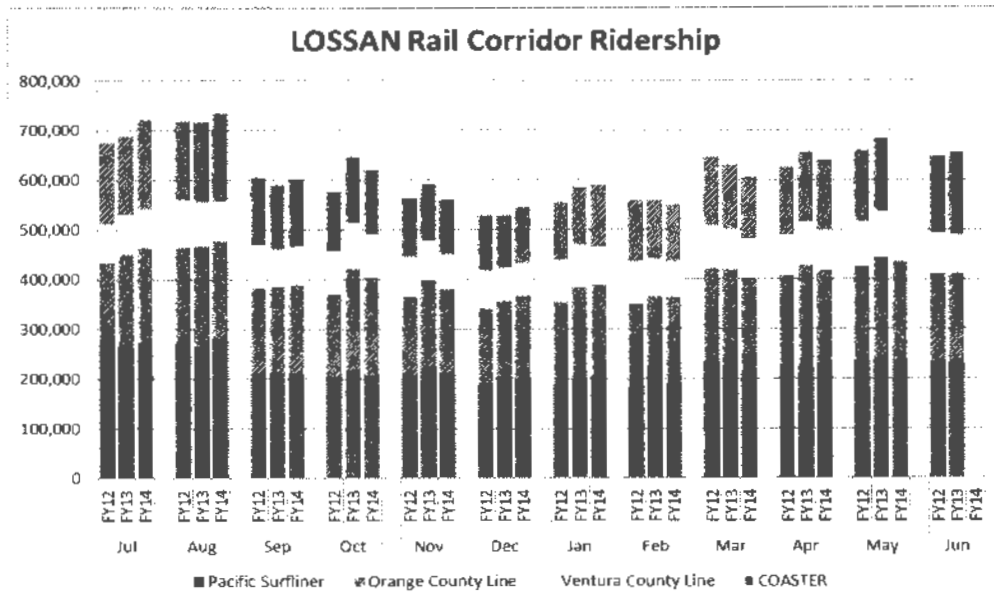
	VENTURA COUNTY	ANTELOPE VALLEY	SAN BERNARDINO	RIVERSIDE	ORANGE COUNTY	INLAND EMPIRE / OC	RIV-FULL-LA	BURBANK TURNS	TOTAL SYSTEM	%Change Vs Prior Month
<b>May-13</b>	4,076	6,035	12,117	5,036	8,500	4,659	2,428	530	43,380	0.0
<b>Jun-13</b>	3,847	5,924	11,532	4,935	8,105	4,512	2,342	484	41,681	-3.9
<b>Jul-13</b>	3,672	6,110	11,321	4,875	8,098	4,496	2,340	477	41,388	-0.7
<b>Aug-13</b>	3,590	5,827	11,063	4,715	8,158	4,511	2,372	464	40,701	-1.7
<b>Sep-13</b>	3,773	5,913	11,158	4,888	8,340	4,706	2,434	468	41,680	2.4
<b>Oct-13</b>	3,772	5,986	11,487	4,999	7,996	4,847	2,492	488	42,066	0.9
<b>Nov-13</b>	3,643	6,069	11,573	4,941	8,218	4,790	2,487	471	42,193	0.3
<b>Dec-13</b>	3,207	5,421	10,427	4,585	7,578	4,296	2,187	438	38,138	-9.6
<b>Jan-14</b>	3,543	5,706	11,080	4,981	8,016	4,755	2,341	459	40,880	7.2
<b>Feb-14</b>	3,677	5,829	11,164	4,973	8,278	4,773	2,441	475	41,611	1.8
<b>Mar-14</b>	3,760	5,808	11,149	4,844	8,195	4,848	2,375	504	41,483	-0.3
<b>Apr-14</b>	3,668	5,806	11,542	5,038	8,280	4,700	2,549	514	42,096	1.5
<b>May-14</b>	3,671	5,721	11,491	4,879	8,582	4,685	2,589	515	42,133	0.1

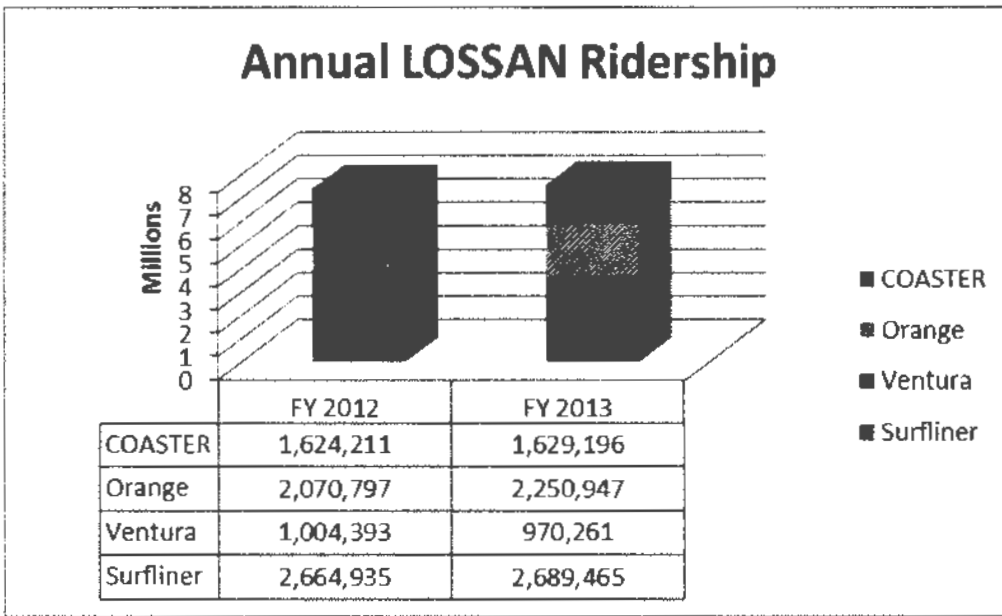
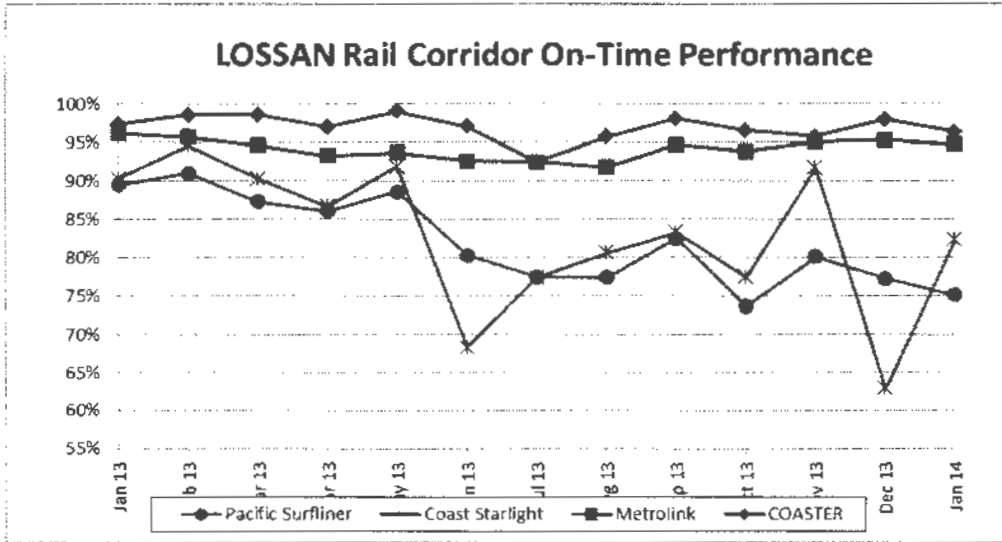
<b>% Change Apr-14 May-14</b>	0.1	-1.5	-0.4	-3.2	3.6	-0.3	1.6	0.3	0.1
-------------------------------	-----	------	------	------	-----	------	-----	-----	-----

<b>% Change May-14 May-13</b>	-9.9	-5.2	-5.2	-3.1	1.0	0.6	6.7	-2.7	-2.9
-------------------------------	------	------	------	------	-----	-----	-----	------	------



## ATTACHMENT B – LOSSAN CORRIDOR TRENDS





**ATTACHMENT C  
REGIONAL RAIL PROJECTS AND PROGRAMS  
PROGRESS UPDATE AS OF JUNE 2014**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
1	Bob Hope Airport/Hollywood Way Station <i>Env/Eng Design &amp; Construction (2)</i>	Adds a new station on the Antelope Valley Line at Hollywood Way. The purpose of siting a station at this location would be to accommodate commuter rail and to provide a vital train to plane connection.	Env: 08/13 – 02/14 PS&E: 02/14 – 07/14 Const: 08/14 – 02/15	\$3.75M	Measure R 3%  STURRA (BHA)	\$2M  \$1.75M	Substantial completion 01/15. Accelerated Env/Eng is in progress. Advance utility work. Working with Bob Hope Airport on design.
2	Vincent Grade/Acton Station Second Platform and Vincent Siding Extension <i>Env/Eng Design and Construction</i>	Extend the existing Vincent Siding by 4000 feet, and add a second side platform at the Vincent Grade/Acton Station. Provides for more freight and passenger train throughput.	PS&E: 11/13 - 05/14 Const: 1/15-12/16	\$14M	Measure R 3% TCIF Other	\$7.5M \$8.2M \$1.7M	Measure R 3% funds was approved by the MTA Board in 10/13. NTP for PS&E was issued in 11/13. PS&E was completed in 05/14. \$8.2M Prop 1B TCIF matching funds to be programmed by the CTC in June 2014. SCRRRA will release the RFP for construction this Fall.
3	Doran Street Grade Separation <i>Env/Eng Design and Construction (1)</i>	Grade separates Doran Street in the cities of Glendale and Los Angeles. Options that are being explored include a single grade separation that will allow the closure of two at-grade crossings.	Env.: 07/13 – 08/14 PS&E: 08/14 –08/15 Const.: 11/15 – 11/17	\$40M	Measure R 3% ARRA Prop 1A TOTAL	\$6.6M \$15.8M \$17.6M \$40M	The Project is currently in the alternative analysis and Env. Clearance phase. Public outreach is ongoing.
4	Van Nuys North Platform <i>Env/ Eng Design and Construction (1)</i>	Add a north platform to serve the two existing main tracks at the Van Nuys Station. Currently there are two main tracks served by a single side platform. This creates a bottleneck in the system. This project will allow both main tracks to be utilized for passenger rail operations at the station. A pedestrian undercrossing will be provided.	PS&E: 06/14 - 12/15 Const: 01/16-01/18	\$35.5M	Measure R 3% Prop 1B HSIPR	\$0.2M \$34.5M \$0.8M	The PE and Env. Clearance was completed in 07/13. The CTC allocated \$4M for the PS&E phase in 12/13. In 05/14, the MTA Board awarded the contract for the final design phase. NTP was issued in 06/14.
5	Raymer to Bemson Double Track <i>Env/Eng Design and Construction (1)</i>	Adds 6.4 miles of second track between CP Raymer and CP Bemson. The second track will provide continuous double track service in L.A. County on the second busiest intercity passenger rail corridor in the country.	PS&E: 07/14 - 07/15 Const: 01/16-01/18	\$88M	Prop 1B 15/16 STIP Measure R 3% HSIPR	\$16.8M \$63.5M \$0.4M \$1.6M	The PE and Env. Clearance phase was completed in 03/14. In 01/14, the CTC allocated \$6.5M for the PS&E phase. The MTA Board awarded the contract for the final design phase in 06/14. NTP will be issued in 07/14. Programmed funds total \$82.3M. Source of remaining \$5.7 is TBD.
6	Southern California Regional Interconnector Project (SCRIP) <i>Env/Eng Design and Construction (1,2)</i>	Creates run-through tracks at LAUS. Increases station capacity by 40% - 50% and significantly reducing greenhouse gas emissions by reducing the number of idling trains in the station.	Env.: 05/14 – 05/15 PS&E: 05/15 – 11/16 Const.: 02/17 – 07/19	\$350M	Measure R 3% Prop 1A ARRA TOTAL TBD	\$4M \$175M \$16.2M \$195.2M \$154.8M	In 04/14, the MTA Board approved a \$31 M contract award for the Env. clearance and Engineering phases. The Limited NTP for the Env. clearance and PS&E phase was issued in 05/14.

**ATTACHMENT C  
REGIONAL RAIL PROJECTS AND PROGRAMS  
PROGRESS UPDATE AS OF JUNE 2014**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
7	San Bernardino Line Strategic Study (2)	Evaluation of the San Bernardino Line for strategic infrastructure improvements.	Comp. Date: 06/14	\$1M	Measure R 3%	\$1M	Final report was submitted in 06/14. SANBAG will reimburse MTA for 40% of the project cost. The Lone Hill to CP White Project was identified as a result of this study.
8	Rancho Vista Grade Separation Engineering	Grade separates Rancho Vista Blvd. at the Sierra Hwy/SCRRA/UP grade crossing and other crossing improvements in the City of Palmdale. Project is being led by the city of Palmdale and is underway.	PS&E: 04/13 – 04/15 Const: TBD	\$3.54M	Measure R 3% Federal Funds	\$3M \$0.54M	\$3M Measure R 3% was approved by the MTA Board in 09/12. The City of Palmdale also received \$0.54M Federal Demonstration Funds. PS&E is currently underway. Construction costs and schedule are TBD.
9	Bob Hope Airport Pedestrian Bridge <i>Env/Eng Design &amp; Construction</i>	Provides an elevated pedestrian overcrossing connection between the Metrolink Bob Hope Airport Station and the under construction Regional Intermodal Transportation Center (RITC).	RFP for PS&E: Summer 2014	\$17.575M	Measure R PTMISEA ITIP	\$5.2M \$5.375 \$7M	\$1.7 M in Measure R 3% was approved through a MTA Board Motion in 05/13. A PSR was completed in 09/13. \$7M in ITIP funds was approved in 02/14. MTA Board approved an additional \$3.5M in 06/14. The RFP for PS&E will be issued in Summer 2014.
10	Rosecrans/Marquardt Grade Separation and Triple Track <i>Env/Eng Design &amp; Construction</i>	Grade separates Rosecrans/Marquardt intersection with the BNSF Line in the City of Santa Fe Springs. The Project is related to the triple track project of the BNSF San Bernardino Subdivision.	RFP: 04/14 PS&E: 09/14 - 03/16 Const.: 06/16 - 09/17	\$120M	Measure R 20% BNSF	\$35M \$6-\$12M	Environmental clearance and final design were completed in 01/05. Metro procurement for the update of the PS&E documents is underway.
11	Branford Street Crossing Improvements <i>Design &amp; Construction</i>	Improvements to a crossing in the San Fernando Valley. The enhancements include: installation of pedestrian crossing gates, additional warning gates, roadway widening, and advanced timing preemption.	PS&E: Complete Const: Summer 2014	\$2.85M	Measure R 3% HRCSA City Funds	\$1.325M \$1.325M \$0.2M	This Project was identified in the AVL Study. The PS&E was completed in 12/13. Construction is anticipated to begin in Summer 2014.
12	Brighton to Roxford Double Track <i>Env/Eng Design &amp; Construction (1,2)</i>	Double tracks the segment of the AVL between Burbank and Sylmar. Allows for the addition of HSR to the R/W.	Env: 1/14 – 1/15 PS&E: 1/15 – 6/16 Const.: 10/16 – 6/18	\$110M	Measure R 3% CHSRA TBD	\$3M \$10M \$97M	Project is currently part of the HSR Alternatives Analysis. MTA has requested to move ahead with the project separately. Currently staff is working with the CHSRA to define the project. The RFP will be released when that is finalized.
13	Lone Hill to CP White Double Track <i>Env/Eng Design</i>	Add approximately 4 miles of double track between Lone Hill Avenue and CP White.	Env. RFP expected Summer 2014	\$3M	Measure R 3%	\$3M	This Project was identified in the SBL Study. \$3M for PE/Env. was approved by the MTA Board in 10/13. Project Study Report is being developed. The RFP for the Env. and PE phase will be issued in Fall 2014.

**ATTACHMENT C  
REGIONAL RAIL PROJECTS AND PROGRAMS  
PROGRESS UPDATE AS OF JUNE 2014**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
14	Station Needs Assessment (2)	Conduct a study of all Metrolink Stations in L.A. County to determine minimum standards for customer amenities.	RFP: 08/14 NTP: 12/14	\$0.5M	Measure R 3%	\$0.5M	The RFP is currently under development.
15	Project Study Reports (2)	Project Study Reports to define priority grade separations.	RFP: 09/14 NTP: 12/14	\$2M (assumes four reports)	Measure R 3%	\$2M	Target grade crossings will be determined with the L.A. County Grade Crossing and Corridor Safety Program.
16	L.A. County Grade Crossing and Corridor Safety Program (2)	Full analysis of Metro owned and Metrolink operated right-of-way for grade crossing enhancement priority and corridor safety measures.	RFP: 05/14 NTP: 07/14	\$2M (for first two task orders)	Measure R 3%	\$2M	Working with Metrolink and others to identify target issues.
17	L.A. County Grade Separation Priority (2)	Will take the results of the Safety Program and advance grade separations through PS&E.	Part of Safety Program	\$500K (for prioritization)	Measure R 3%	\$0.5M	Will be part of the task for the L.A. County Grade Crossing and Corridor Safety Program.
18	Lancaster Station Expansion (2)	Expand the capacity at the Lancaster Station.	TBD	\$3M	Measure R 3%	\$3M	Pending City of Lancaster and City of Palmdale discussion of station work.

1 - Indicates project on the HSR regional MOU list.

2 - Indicates project is part of the Regional Rail Capital Program.

ARRA - American Recovery and Reinvestment Act  
 AVL - Antelope Valley Line  
 BHA - Bob Hope Airport  
 CEQA - California Environmental Quality Act  
 CHSRA - California High Speed Rail Authority  
 Const - Construction  
 CP - Control Point  
 CTC - California Transportation Commission  
 Env - Environmental  
 Eng - Engineering  
 HRCSA - Highway Railroad Crossing Safety Account  
 HSR - High Speed Rail  
 HSIPR - High Speed Intercity Passenger Rail  
 ITIP - Interregional Transportation Improvement Program  
 LAUS - Los Angeles Union Station

MOU - Memorandum Of Understanding  
 NTP - Notice to Proceed  
 NEPA - National Environmental Policy Act  
 PE - Preliminary Engineering  
 PSR - Project Study Report  
 PS&E - Plans, Specifications, and Estimates  
 RFP - Request for Proposals  
 R/W - Right-of-Way  
 SANBAG - San Bernardino Association of Governments  
 SBL - San Bernardino Line  
 SCRRA - Southern California Regional Rail Authority  
 STIP - Statewide Transportation Improvement Program  
 STURRA - Surface Transportation and Uniform Relocation and Assistance  
 TBD - To Be Determined  
 TCIF - Trade Corridor Improvement Funds