

**Metro**Los Angeles County
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metro.net**CONSTRUCTION COMMITTEE
JULY 18, 2013****SUBJECT: BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION
UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the report on the advancement of the new Metrolink Bob Hope Airport/Hollywood Way Station.

ISSUE

The Metrolink Antelope Valley Line rail corridor links the north county areas of Santa Clarita, Palmdale, and Lancaster to Los Angeles. Currently this line passes Bob Hope Airport but does not have a station stop that directly serves the airport. The Airport is currently served by the station on the south end of the Ventura Line.

LACMTA has been working with the staff of Bob Hope Airport to develop a station that serves northern Los Angeles County along the Antelope Valley Line. A feasibility study for this airport was completed as part of the Antelope Valley Strategic Implementation Study.

DISCUSSION

LACMTA is a Member Agency of the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail service. Accordingly, LACMTA funds and oversees Metrolink service in Los Angeles County. As part of that service, the Metrolink system provides commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, as well as northern San Diego County. Ridership currently averages 44,000 boardings per day. Approximately 81% of the ridership has destinations within Los Angeles County with the average rider traveling 38 miles each way.

In October 2011 Metro initiated the Antelope Valley Line Strategic Study. This study examined the line for possible infrastructure projects that could reduce travel times and enhance the safety and operational efficiency of the line.

Late in 2011, discussions were had regarding the possibility of a station located on the Antelope Valley Line that would serve Bob Hope Airport. These discussions were between Metro staff and Metrolink Board members as well as staff from Bob Hope Airport. The existing task order for the Antelope Valley Line study was to be amended to include this study.

On December 7, 2011, the consultant was asked to provide a scope and fee for the study of the feasibility of a station serving Bob Hope Airport from the Antelope Valley Line. This contract modification to the task order was issued on January 9, 2012. This study analyzed the station location as well as the means of developing a plan that would allow the expedited development of the station. The study also revealed that such a station could be developed with little or no modification to the existing Metrolink tracks or the adjacent bridge. Furthermore, it was determined that a single track platform could be developed in the short term. A second platform could be added at a later date as a second track is added to the corridor at this location. As part of this analysis, care was taken to develop a concept that would remain within Metro owned right-of-way. The findings from the report were presented as part of the Regional Rail report in June 2012. The final report was issued at the end of July 2012.

In July of 2012, the LACMTA Board approved the Regional Rail Capital Program where \$2M was specifically identified for the development of the station to be combined with \$1.75M of funds committed by Bob Hope Airport.

In August of 2012, correspondence between Bob Hope Airport and Metro has confirmed our partnership in developing this station. Since the development of this partnership, LACMTA staff has been working with the Bob Hope Airport staff and Caltrans to maximize the use of the Federal Surface Transportation and Uniform Relocation Assistance Act (STURAA) grant funds originally awarded to the airport in 1987. This required reprogramming of the grant to accommodate the expanded project and the inclusion of additional local grant funds. The finalization of the project budget, the reprogramming of the STURAA grant, the addition of local grant funds and the finalization of the Memorandum of Understanding with Bob Hope Airport for the distribution of grant funds is currently being completed by both parties.

During the development of the station and the related activities the Regional Rail Engineering Bench was being established. The final selections were made in February 2013, with all of the consultant teams under contract in May 2013.

At the time of the development of this report, the procurement of the environmental and engineering work was underway. Proposals were received in July. Notice to Proceed on the project will be in July 2013.

Schedule

LACMTA staff has been working to expedite the development of the project. This is an accelerated schedule that will put the station in service in January 2015. This includes overlapping of some of the tasks necessary to complete the work. This also depends on the project receiving a Categorical Exclusion from the Federal Railroad Administration.

Environmental/Preliminary Engineering	July-September 2013
Final Design	September –December 2013
Advertise and Procure Construction	December 2013 – March 2014
Construction	April 2014 – January 2015
Substantial Completion	January 2015

The groundbreaking for this station was held on June 21, 2013.

DETERMINATION OF SAFETY IMPACT

This has no direct positive or negative impact to safety on the Metrolink system.

FINANCIAL IMPACT

The costs for the station have been allocated from Measure R as part of the Regional Rail Capital Program.

ALTERNATIVES CONSIDERED

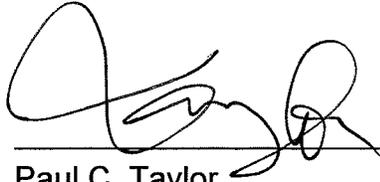
The final configuration of the station at this location will be part of the environmental process that is the first step. This is the only alternative for a station to service Bob Hope Airport from the Antelope Valley Line.

NEXT STEPS

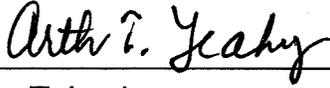
Regional Rail staff will continue to work with the LACMTA grants department to finalize the grant modification in a manner that maximizes the investment in infrastructure at the airport. Furthermore, discussions have been held with the staff at Bob Hope Airport regarding the additional funding provided with this motion.

The environmental and engineering work will be expedited to facilitate the quick development of the project.

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