

**Metro**

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Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2014**

**SUBJECT: BURBANK AIRPORT METROLINK STATION PEDESTRIAN GRADE
SEPARATION PROJECT**

**ACTION: APPROVE THE PROJECT AND AMEND THE LACMTA FY 2014-15
BUDGET TO INCLUDE \$3.5 MILLION IN ADDITIONAL MEASURE R 3%
FUNDS**

RECOMMENDATION

- A. Approve the Burbank Airport Metrolink Station Pedestrian Grade Separation Project;
- B. Approve the programming of \$3.5 million in Measure R 3% funds for the Project;
- C. Amend the FY2014-15 LACMTA Budget to include the programming of \$3.5 million in Measure R 3% funds for the Project;
- D. Authorize the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for this action.

ISSUE

The Burbank Airport Station Pedestrian Grade Separation Project (Project) will provide a pedestrian bridge that will connect the Amtrak and Metrolink Burbank-Bob Hope Airport Station (Station) and the Burbank-Bob Hope Airport.

Total Project cost for design and construction is currently estimated at \$17.575 million for engineering and construction. Currently, \$14.075 million has been identified as follows:

- \$5.375 million in State Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds previously programmed by Metrolink
- \$1.7 million in Measure R 3% funds programmed through a Board motion in May 2013
- \$7 million Interregional Transportation Improvement Program (ITIP) state funds awarded by the California Transportation Commission (CTC) in December 2013. Staff will be working with Caltrans on the distribution of these funds for the Project.

With Board approval of the additional \$3.5 million in Measure R 3% funds, the Project will be fully funded through design and construction.

DISCUSSION

Project Description

The Project is located at the joint Amtrak and Metrolink Burbank- Bob Hope Airport Station (Station) on the Ventura Subdivision in Burbank. The station is located in close proximity to the Airport; however, there is no direct pedestrian connection between the station and the airport terminal. To access the airport from the station, pedestrians have to cross both the railroad tracks at-grade, as well as the heavily travelled Empire Avenue. In addition, due to the absence of an inter-track fence between the two railroad tracks and side platforms, there is no physical barrier to prevent pedestrians from crossing the tracks at non-designated crossings.

This Project will provide a pedestrian bridge that connects the soon to be completed Burbank Bob Hope Airport Regional Intermodal Transportation Center (RITC) at the Station. This bridge will provide a pedestrian grade separated crossing over Empire Avenue and the railroad tracks for pedestrians using the station and traveling to the Airport terminal.

Construction of a new pedestrian bridge over Empire Avenue connecting the RITC and the existing Station would be an important step in the implementation of Metro's "Regional Airport Connectivity Plan" supporting "plane-to-train" service. A seamless "last mile" intermodal connectivity between planes and trains will be provided. Safety will be improved by providing an inter-track fence that will deter passengers from crossing across the tracks, and channel pedestrians away from the heavily travelled surrounding streets such as Empire Avenue. In addition, the existing pedestrian at-grade crossings at the station will be closed.

Work Completed to Date

The Project was environmentally cleared as part of the California Environmental Quality Act (CEQA) Mitigated Negative Declaration document prepared by the Burbank-Glendale-Pasadena Airport Authority for the RITC project in September 2009. Subsequently, in September 2013, LACMTA prepared a conceptual level Project Study Report (PSR) that identified the Project needs.

The RITC design and construction includes the future addition of the pedestrian bridge that creates a seamless and cost effective integration of the two designs into one fluid connection.

DETERMINATION OF SAFETY IMPACT

With the Project, pedestrian safety will be enhanced as pedestrians will not have to cross over active railroad tracks or at-grade over Empire Avenue to connect with the Airport. In addition, the provision of an inter-track fence as part of the Project will deter passengers from crossing unrestricted between the two railroad tracks.

FINANCIAL IMPACT

In May 2013, \$1.7 million in Measure R 3% funds were programmed through Board action for “plane to train” connections at Burbank/Bob Hope Airport. This is already budgeted in FY 2015 for the “Bob Hope Airport Pedestrian Bridge” under Regional Rail.

With Board approval of the additional \$3.5 million in Measure R funds, the Project will be fully funded through design and construction. The LACMTA budget will be amended to include the \$3.5 million in cost center 2415, Regional Rail, Project number 460067, task 01.01.

Since this is a multiyear contract, the Cost Center Manager and the Executive Director of Engineering and Construction will be responsible for budgeting the funds in future fiscal years.

Impact to Bus and Rail Operating Budget

The funding of this Project will not impact the ongoing bus and rail operating budget.

ALTERNATIVES CONSIDERED

An alternative would be to not advance the Project. If the elevated pedestrian bridge is not constructed, the existing pedestrian at-grade crossings over the railroad tracks and Empire Avenue will be maintained. This will prevent an opportunity to enhance pedestrian safety and provide a direct connection between the Airport and the Metrolink Station. LACMTA would also lose \$7 million in ITIP funds that were competitively awarded to the region.

NEXT STEPS

With Board approval, the LACMTA Regional Rail team will develop the Request for Proposals to advance this Project. The Regional Rail team will bring a recommendation to the Board to award the contract for engineering this Fall.

ATTACHMENTS

Attachment A - Project Exhibits

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ATTACHMENT A – PROJECT EXHIBITS

