

RTIP ID# <i>(required)</i> LA000789A					
TCWG Consideration Date: Not yet scheduled					
Project Description <i>(clearly describe project)</i> The Bob Hope Airport/Hollywood Way Station Project (project) involves the construction of an approximately 680-foot long side platform to the southwest (airport side) of the existing single track to function as a new Metrolink commuter rail station on the Metrolink Antelope Valley Line (AVL). A pedestrian sidewalk and transit plaza would be built adjacent to the platform and San Fernando Boulevard. The platform and transit plaza improvements would include railings, lighting, signage, seating, bike racks, and other appurtenances related to a passenger rail station. Proposed improvements adjacent to the platform on San Fernando Boulevard include a bus drop off area that would provide connections to local City of Burbank bus routes and Burbank Bob Hope Airport Shuttles, a “kiss-and-ride” drop off area, and curb and gutter improvements adjacent to the sidewalk/transit plaza.					
Type of Project <i>(use Table 1 on instruction sheet)</i> Bus, rail, or inter-modal facility/terminal/transfer point					
County Los Angeles	Narrative Location/Route & Post miles At the intersection of Hollywood Way and San Fernando Boulevard in Burbank, CA Caltrans Projects – EA# N/A				
Lead Agency: Los Angeles County Metropolitan Transportation Authority (METRO)					
Contact Person Don Sepulveda	Phone# (213) 922-7491	Fax# (213) 922-3028	Email sepulvedaD@metro.net		
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 09/22/2014					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
Exempt		X	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	March 2014	September 2013	N/A	2015	
End	CE Signed by Caltrans September 17, 2014	December 2014	N/A	2015	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of this Project is to construct a new passenger rail platform on the AVL. The purpose of siting a station at this location would be to accommodate commuter rail service and to provide access to the Burbank/Bob Hope Airport for passengers traveling on the Antelope Valley Line, which has no direct service to the airport. No new diesel trains will be added on the AVL as part of the project.					

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Land uses in the immediate Project area are generally light industrial and/or airport related. These land uses dominate the Project area on all sides, but especially to the east, south and west. The Burbank Bob Hope Airport is located to the southwest of the Project site. Sensitive land uses are distant from this project area and the nearest residential uses are multifamily homes, located to the north over 225 feet from the proposed platform location across San Fernando Road. Other major transportation related land uses include across San Fernando Road, the existing rail line, and Interstate 5 (I-5) approximately ¼ mile to the north of the Project site.</p> <p>The project would result in the following generation of air emissions:</p> <ul style="list-style-type: none"> • Although no new diesel trains will be added, diesel train idling at the platform during passenger loading and unloading (average of 24 stops per day that involve 60 seconds of idling). • Bus/shuttle idling during passenger loading/unloading at the station (estimated 50 passengers will require bus/shuttle stops on a typical weekday). • New non-diesel vehicle trips associated with private automobile pick-up and drop-off at the park and ride and kiss-and-ride areas (estimated 50 new passengers will drive personal vehicles to the station on a weekday). <p>Although locally there will be a minor increase in emissions, regionally the number of vehicle miles traveled (VMT) would be reduced by shifting personal vehicle trips to trains. There will not be an increase in the number of trains running on the Antelope Valley Line, nor will busses or shuttles increase operating capacity or frequency.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Not Applicable. This is not an interchange or intersection project.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Not Applicable. This is not an interchange or intersection project.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Not Applicable. This is not an interchange or intersection project.</p>
<p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Not Applicable. This is not an interchange or intersection project.</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The project would provide a new rail station platform that would provide an alternative to single-occupancy-vehicle travel. The project would also connect passengers to air-travel and bus mass transit opportunities in the region. Taken together, the project is anticipated to reduce single-occupancy vehicle traffic and vehicle miles traveled (VMT) within the region. No changes to current traffic operations are proposed.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>Based on the information provided above, the proposed project is not expected to introduce significant amounts of diesel traffic, would not generate significant diesel emissions above levels anticipated without implementation of the project, and is in compliance with the RTP/RTIP. Therefore, the project is not considered to be a project of air quality concern based on the definition contained in 40 CFR 93.123(b)(1) with respect to PM10 or PM2.5 emissions. Therefore, a PM10/PM2.5 hot-spot evaluation is not required.</p> <p>See attached <i>Air Quality and GHG Impact Analyses, Bob Hope Airport-Hollywood Way New Metrolink Station.</i></p>