



# News Release

***BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY***

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## **BOB HOPE AIRPORT URGES METROLINK TO RECONSIDER PROPOSED RAIL SERVICE CUTBACKS TO AIRPORT**

*Airport Authority Says 28 Percent Rollback Would  
Discourage Developing Rail-to-Air Commuter Market*

BURBANK, Calif., December 9, 2009 – The Burbank-Glendale-Pasadena Airport Authority will urge the Southern California Regional Rail Authority (SCRRA), operator of Metrolink commuter trains to and from the Bob Hope Airport, to reconsider a proposed 28 percent reduction in the Metrolink trains stopping at the Airport under consideration at a hearing Friday, December 11.

“The Authority recognizes that difficult decisions must be made in the current economic environment. However, my fellow Airport Authority Commissioners and I urge in the strongest possible terms that the SCRRA Board avoid the proposed reductions in Metrolink service to and from the Bob Hope Airport Train Station,” said Airport Authority President Joyce Streator.

Streator cited concerns that service reduction at the Airport would have impacts far beyond the immediate loss of schedule frequency.

(more)

## METROLINK SERVICE REDUCTION

12/9/09

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”Cessation of these trains will severely diminish one of the greatest attributes of the existing service to this station – its remarkable synergy with alternate modes of travel that converge at Bob Hope Airport, whether it be by air, bus or private and rented automobiles,” she said.

Streator also noted that the Airport is engaged in the development of a \$120 million Regional Intermodal Transportation Center across the street from the Bob Hope Airport Train Station planned to open in 2012 that will connect directly to the station.

“The Authority’s investment in this facility is predicated on the strategic importance of increased availability of public transportation and building the market’s acceptance of using multiple transportation modes as a viable, attractive approach to getting where people need to go. It is our considered opinion that the uniqueness of having rail, air, bus, and automobile converge at one key Southern California location should be carefully and consistently cultivated to ensure mobility in this region over the long term,” she said.

The Authority is also concerned that rail service reduction could disproportionately impact the San Fernando Valley, since it has less alternative mode transportation than other regions in Southern California, Streator said.