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April 29, 2015

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700 N. Alameda, Room 3-532
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Subject: FATAL FLAWS: Burbank Airport HSR Station & Tunnels E1, E2 and E3
Palmdale to Burbank Project Section, CAHSR

Dear Mr. McLoughlin;

It took six years to build the Transcontinental Railroad, from 1863 to 1869, and that was during the Civil War and its aftermath. It's been six years since the voters approved of Proposition 1A, and yet, there is no railroad.

President Lincoln, formerly a railroad lawyer, helped determine the route of the First Transcontinental Railroad by observing the Pacific Railroad Surveys maps through California.

Summary of the Pacific Railroad Surveys:
http://en.wikipedia.org/wiki/Pacific_Railroad_Surveys

*"The most important concern for the United States Congress involved the location of where to build the railroad. **With government involvement, lobbyists attempted to influence the selected locations because of the important social, political, and economic consequences.**"*

Since August 2014, several sets of comments have been sent to your attention describing the Fatal Flaws in California High Speed Rail (CAHSR) design for an underground station at Burbank Airport. There has been no specific response from your office regarding these comments.

Many of these flaws were of concern during my tenure as the High Speed Rail (HSR) Planning Manager (2009-2011) at the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro). Before that assignment, I had twenty years of experience in modern rail transit systems with a speciality in track design and route alignment. I

have worked on transit systems in Baltimore, Boston and Washington DC; and in Los Angeles on the Red, Blue and Green Lines. More than twenty years ago, my engineering company, Braukis & Associates, completed a High Speed Rail study between the Los Angeles International Airport (LAX) and Palmdale as a sub-consultant to Kaiser Engineers. The assignment included the plan and profiles for the corridor along the State Road SR-14 through Acton which were based on the previous studies from the 1970s.

This 1989 LA Times article discusses that project:

http://articles.latimes.com/1989-11-09/local/me-1221_1_san-fernando-valley

Studies for using the SR-14 corridor for HSR have been in existence for more than forty years. The Palmdale to Burbank tunnels have been studied for less than a year. During that time, there has been no significant progress to the SR-14 Proposition 1A route alignment for HSR.

Currently, I am a Board Member of the Train Riders Association of California (TRAC). TRAC is the foremost passenger rail advocacy group in California with a program to maximize the potential of the proposed California High Speed Rail System. As a Board Member, the coordination and transparency of large scale transportation projects throughout Southern California will be my focus.

During standard engineering design reviews, if numerous fatal flaws are noted, the plans are discontinued and pulled from the table. The general public remains unaware of these failed concepts. This prevents the misuse of taxpayer funds on frivolous designs and keeps the focus on the intended target: a winning design.

In 2014, United States Congressman Jeff Denham (R-Turlock, CA) who sits on the House Committee on Transportation and Infrastructure, requested that the Federal Railroad Administration (FRA) Office of Inspector General (OIG) investigate the misuse of federal funds on the California High Speed Rail Project. After the FRA investigation, Congress halted future federal funding to the project. Using the FRA's own terminology, several of the fatal flaws in the current HSR designs for Burbank Airport and tunnels are "show stoppers" as the costs far exceed the benefits.

Some of these flaws, like building HSR stations underground, in soil that contain known hazardous materials, were apparent as far back as 2009. Yet the current CAHSR plans call for two underground stations, one at Burbank Airport in the location of an old Superfund cleanup site, and at Union Station in a location under an old gasification plant. These CAHSR plans continue to progress unchecked for years by engineers who willfully disregarding standard engineering practices. Taxpayer funds are being used for plans which lack sufficient public oversight and contain threats to public safety.

Surrounding the proposed Burbank Airport HSR Station is a substantial redevelopment project which has largely been kept secret from the public and the surrounding communities. CAHSRA has met recently with Xpress West, the High Speed train to Las

Vegas, and intends to add a track interchange at Palmdale to facilitate passenger travel from Las Vegas to the Burbank Airport.

Although these plans have some merit, it was not the intention of Proposition 1A to fund a High Speed Train to Vegas, attracting travelers to Burbank by building luxurious hotels and a new airport terminal.

Much of the current alignment debate has become political, held behind closed doors, and came about when CAHSRA did not solve the problem tunneling through the Tehachapi Mountains, just north of the Los Angeles County line. Tunneling through Tehachapi would finally link Northern and Southern California in a more expeditious manner than the coastal route, which for limitations such as population growth, cannot be expanded beyond the current system used by Amtrak.

The CAHSRA conceptual plans for tunneling directly from Palmdale to Burbank were not properly vetted by holding stake-holder meetings before the public viewing of the plans. Meetings should have been held with Burbank City Council Members, local elected officials, Caltrans, Army Corps of Engineers, Los Angeles Department of Transportation (LADOT), Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), Amtrak, Federal Emergency Management Agency (FEMA), LA Department of Water and Power (LADWP), National Forrest, etc.

If stake-holder meetings had been held, the plans would have been shelved as there are too many fatal flaws. True costs outweigh the benefit, a real “show stopper” by FRA standards. The public would not have seen the plans for tunneling under the National Forrest. The direct Palmdale to Burbank link is for purposes of development around the new terminal proposed for Burbank Airport and along the High Desert Corridor Project in Antelope Valley. The tunneling ideas are NOT about serving the local population or diminishing the impact of HSR construction to homes and businesses along the San Fernando SR-14 corridor.

This bears repeating:

“The most important concern for the United States Congress involved the location of where to build the railroad. With government involvement, lobbyists attempted to influence the selected locations because of the important social, political, and economic consequences.”

Last month, at the California State Rail Plan public meeting, Gary Slater, Caltrans Acting Deputy District Director, Transportation Planning, District 7, Los Angeles, stated, “Obama will never let the high speed rail tunnels go under the National Forrest. That would be like trying to build a highway through a National Park.”

Instead of vetting the plans with a peer review, the plans for Burbank Airport were rolled out to the public with a series of expensive “dog and pony” shows using large scale flat screen television monitors that showed the alignment, but no profiles, no real details,

and none of the redevelopment plans for Burbank Airport. There was no question and answer period, common for large scale projects, where members of the public can hear each others' concerns. After the tunneling plans were announced, many community groups formed and met privately to understand how the plans would affect their properties.

The CAHSRA presentations lacked sufficient democratic forum. By this method, fatal flaws could be dismissed easily, brushed aside. "There's ways to mitigate that problem," became the standard CAHSRA answer for any fatal flaw.

What this report intends to prove is that conducting an Environmental Impact Report (EIR) of the Burbank Airport HSR Station and the connecting tunnels to Palmdale would be a waste of taxpayer funds as no further studies need to be conducted. No more reports need to be written. Time to pull the plug.

The only potential route for CAHSR through Burbank is the one mandated by the voters in Proposition 1A, along San Fernando Road and SR-14. The recent tunneling proposals under the National Forrest, tunnels E1, E2 and E3, from Palmdale direct to Burbank, do not follow the designated utility corridor.

The work of fixing the existing San Fernando corridor will be complex, down and dirty, a mountain of details need to be researched and diplomatically resolved. It is a cumbersome task, definitely not a sexy engineering job as the tunnels have been touted to be.

CAHSR manipulated political interests by insisting that Burbank Airport had to be the end station for HSR as it was too difficult and costly to build a HSR station in the Los Angeles Union Station (LAUS); for over four years there's been no comparable spending for a HSR run through aerial station in San Fernando, a proposal which was in the original documents for Proposition 1A.

At LA Union Station, the location presented to the public for a HSR Station was 100 feet underground in soil of known toxic content. A typical HSR station is the size of the World Trade Center built on its side. There is no building of this size in the Western United States. This site is an unacceptable solution.

There is sufficient space to build a HSR station on the surface at Union Station in the trackway currently used by the Gold Line. Simply move the Gold Line into the old Amtrak Baggage handling area. The Gold Line bridge just north of the passenger platform area creates a choke hold over the platform area. Moving the bridge will allow for longer platforms in the station. Rebuilding the bridges for the light rail line will cost ten times less than building a HSR station underground.

By keeping the possibility of moving the Gold Line a secret from the public and proposing instead the most unlikely spot for building a HSR Station in downtown Los

Angles, underground in a noxious pit, the Burbank Airport Station became the temporary end station for CAHSR, temporary meaning twenty years.

The costs for conducting an EIR for tunnels from Palmdale to Burbank tunnels will be enormous. CAHSRA states the money for this EIR is “in the contingency plans.” This statement in itself is a fatal flaw. It’s deceptive, as if there’s some endless flow of money into the project to study a politically motivated, socially disruptive, fiscally irresponsible route.

From my previous experience on large scale transportation projects, the normal proposal process is not being followed. Members of rural communities are ambushed by the faulty alignment proposals and understandably outraged, or purposely misled to gain their favor and support for the direct tunneling solution.

CAHSRA encourages the public to submit technical comments. Local community members find important environmental documents easily on the internet, but CAHSRA cannot, they want to commission another report. In response to property owners concerns, CAHSRA held a series of small workshops where only certain community members were invited and then asked to mark up the tunnel alignment drawings with crayons and markers to help CAHSR to find a better alignment solution. Many community members were outraged.

The costs to do an EIR study, comparing it to the recently completed EIR for the 710 tunnels through Pasadena, will be \$40 million to \$100 million dollars and take several years to complete.

The intended course of HSR development, written in the language of Proposition 1A, was to insure better transit options for the public at each of the HSR station hubs. Over the last three years, in Los Angeles County, there has been insufficient oversight concerning HSR funding to insure the best practices are being considered for the public interest. To shed light on the debate, here are twelve fatal flaws in the areas of design, construction, civil rights, safety, and future operating expenses of high speed rail at Burbank Airport. Following the summary is an explanation of each topic on this list.

FATAL FLAWS in the Burbank Airport HSR Station and tunneling designs:

- 1.) The location of the tunnel portal for the HSR Burbank Station is in a designated flood zone.
- 2.) The underground HSR Burbank Airport station too expensive to build and a threat to public safety.
- 3.) CAHSRA, Caltrans and Metro are not adhering to their Memorandums of Understanding (MOU’s) and coordinating the building of recent infrastructure projects using state and federal funding. The new Caltrans bridge, currently under construction along the 5 Freeway, will have to be torn down and rebuilt to accommodate HSR and the required catenary poles for electrification. New construction does not accommodate the four track system Metro, Metrolink and CAHSRA agreed upon.

4.) For tunnel option E1, an underground HSR Station cannot be built along San Fernando Road. The distance is too short between the end of the new Caltrans bridge over Buena Vista and the underground station location near Hollywood Way to construct platforms and special trackwork on flat track.

5.) Tunnels E1, E2 and E3 are in a non-existing transportation utility corridor. This is a violation of the rules set forth in Proposition 1A. High Voltage Tower (HVT) utility corridor is not an acceptable route for HSR as there is an electromagnetic interference between the catenaries of the HSR vehicles and HVT transmission lines.

6.) CAHSRA did not provide profile drawings at public meetings for tunnels E1, E2 and E3, thereby intentionally avoiding full disclosure over the location of the tunnel staging areas needed in Burbank or Pacoima neighborhoods for tunnel excavation purposes. If the profiles had been provided, property owners would know which houses will be condemned.

a.) To construct tunnel E3, the Burbank neighborhood above North Glenoaks Boulevard along Glencrest, Rutledge, Sangamon, Milano and Hollywood Way would be condemned for the tunnel boring machine pit.

b.) To construct tunnel E2, the Burbank neighborhood bordered on the south by San Fernando Boulevard and on the north by the 5 Freeway, between Ledge and Ferncola, including Glenwood Elementary School, will be condemned to make room for the tunnel boring machine pit.

c.) To construct tunnel E1, the Pacoima neighborhood bordered on the south by San Fernando Road and Glenoaks on the north, and between Paxton and Pierce will have many homes condemned. This includes the closing or shortening of the Whitman airport runway for the tunnel portal location. This neighborhood appears to be the hardest hit as the entire distance between the tunnel portal and the tunneling pit will be excavated and remain an open trench.

7.) Violations of Civil Rights issues involved in the choice of Burbank HSR station. The San Fernando City Council Members and other valley residents were not presented equal opportunity options for a HSR station like their counterparts in Burbank.

8.) HSR Station at Burbank is not centrally located to San Fernando and Santa Clarita Valley residents. This will increase congestion on the 5 Freeway. This is also a civil rights issue. CAHSR has focused its efforts to allow the 5% population of Burbank to overrule the transit habits and needs of the other 95% of the Valley population.

9.) Adding a fourth commuter rail station to the Burbank Airport area is not needed and is an additional taxpayer expense with few rewards. CAHSR and Metro funding involved in the redevelopment plans for Burbank Airport with no public presentations.

10.) The existing Burbank Airport is wedged between two rail right-of ways. Vehicular access into the airport terminal area is limited. Using this site as a HSR station will increase congestion, decrease revenue and create multiple safety issues. Metrolink should not build a new station at Burbank Airport. It will not benefit the general public.

11.) Burbank Airport has recently completed a \$112 million dollar renovation in the southeast quadrant of the site. If the Airport Terminal is moved to the north side of the runways, a new terminal complex will be built with all new parking structures. This is a duplication of effort using taxpayer funds.

12.) Metro Board approved of double tracking Metrolink along the San Fernando corridor. This work will later need to be torn out for high speed rail installation. This project will be granted \$55 million from CAHSR funds.

Below is a detailed explanation for each fatal flaw in the Burbank Station area:

1.) Fatal Flaw: The location of the tunnel portal for the HSR Station is in a designated flood zone.

Political sway cannot outweigh the forces of gravity. The water must go downhill.

For tunnels E2 and E3 the tunnel portal for the HSR Burbank station is located behind the Empire Shopping Center at the confluence of two flood control district water channels. During floods, the excess water will drain down the tunnel portal and flood the HSR Station like water going down a toilet bowl. The portal area is located in a flood zone, meaning, one can't buy enough insurance to protect the property from a flood.

No EIR needed.

2.) Fatal Flaw: Underground Burbank Airport HSR station too expensive to build and a threat to public safety.

An underground station is the size of the World Trade Center, built on its side, underground. This type of construction will cost ten times more than building a surface station. Using the FRA's own terminology, this is a "show stopper." Costs outweigh the benefits. No EIR needed.

Building an underground HSR Station at Burbank Airport in soil of known toxic content is a threat to public safety. Also, building an underground HSR station at Union Station in soil of known toxic content is a threat to public safety. Moving the Gold Line at Union Station and rebuilding the Gold Line bridge north of the station platform areas will provide sufficient area for the High Speed Rail Platforms in the existing passenger boarding area at Union Station. Downtown Los Angeles should be the end station for HSR. No need for a temporary end station in downtown Burbank.

3.) Fatal Flaw: CAHSRA, Caltrans and Metro are not adhering to the Memorandums of Understanding (MOU's) and coordinating the building of recent infrastructure projects using state and federal funding. The new Caltrans bridge, currently under construction along the 5 Freeway, will have to be torn down and rebuilt to accommodate HSR and the required catenary poles for electrification. New construction does not accommodate the four track system Metro, Metrolink and CAHSRA agreed upon.

The transportation agencies have signed MOU documents where they agreed to use the blended approach when building new structures in the rail corridor along San Fernando Road to accommodate high speed rail. The blended approach means that

funds from CAHSRA would be used make improvements and build four new tracks: two for Metrolink (to share with freight) and two tracks for high speed trains.

In 2015, Caltrans began construction of a new rail bridge for Metrolink, which is over a mile long and runs along the 5 Freeway and San Fernando Road through Burbank. This new bridge will not accommodate high speed trains.

This shows a lack of planning and construction coordination between the statewide transportation agencies CAHSRA and Caltrans. Metrolink is aware that there is no room for HSR on the new bridge.

This five minute Caltrans video provides a quick visual orientation, start at the two minute mark for the rail bridge:

<https://www.youtube.com/watch?v=Y7PPBG5Wa9M>

This new bridge follows the same route approved by voters for HSR. But the bridge, clearly shown in the video, has only two tracks for Metrolink. There is room for a third track, possibly for freight. The bridge cannot hold four tracks and was not designed to support the concrete poles necessary to electrify the trains. Also, when Metrolink is electrified, which is being discussed, a different structural bridge will have to be built to accommodate the poles for the overhead catenary system (OCS).

It's been six years since Proposition 1A for the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century was passed and became law. This law now forms Chapter 20 of the California Streets and Highways Code.

STREETS AND HIGHWAYS CODE SECTION 2704.095.c.1.d.

Funds allocated pursuant to this section shall be used to pay or reimburse the costs of projects to provide or improve connectivity with the high-speed train system or for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail service, signals, structures, facilities, and rolling stock.

The construction of this bridge appears to be in clear violation of the code.

In the State of California, the head of both Caltrans and CAHSR report to the Governor. Both agencies should discuss this item with the Governor. Then determine a solution for the bridge and inform Metro, Metrolink and the public of their remedy.

Suggested solution: Stop building the bridge. Redesign the bridge to accommodate OCS poles. Build the structure wide enough for four tracks, two for Metrolink and two for HSR. Otherwise, continue the construction of the bridge, tear it down when finished, and start over.

4.) Fatal Flaw: For tunnel option E1, an underground HSR Station cannot be built along San Fernando Road. The distance is too short between the end of the new Caltrans bridge over Buena Vista and the underground location near Hollywood Way to construct platforms and special trackwork on flat track.

For tunnel option E1, a HSR Station is shown at the north end of the airport runway under San Fernando Road. Because the tracks are electrified, the station must be built underground to meet the FAA regulations for electromagnetic interference, otherwise the HSR train overhead power system would interfere with air traffic takeoff and landing gear.

Using the HSR design criteria, the distance is too short between the end of the new elevated Buena Vista railroad bridge and the location of the proposed underground Burbank Airport station at Hollywood Way to build the station. At stations, there are multiple platforms. To expand the tracks from two to four or six tracks at platform areas, there is special trackwork at either end of the stations. This special trackwork allows the trains to fan out into four or six tracks when arriving at the station and then merging back into two tracks when leaving. If there is only a single platform at this location with one track inbound and one track outbound, track crossovers will be needed at either end of the platform so trains can move from the inbound track to the outbound track and reverse direction, if necessary. Operations makes this a requirement for emergencies.

Wherever there is special trackwork, these rail devices need to be built on flat ground. The platform cannot be sloped downwards at the ends of the platform area until the vehicles pass beyond the ends of the special trackwork. Special trackwork can be as long or longer than the station platform length.

There is insufficient distance from the end of the new Caltrans bridge and the beginning of the station platform for special trackwork to be installed at the south end of the platform. The bridge is too high in elevation and the station is too low.

Using the HSR design criteria, no underground HSR platform is possible at this location, but run through tracks may be built in a trench at the end of the runway provided there is no special trackwork at this location.

5.) Fatal Flaw: Tunnels E1, E2 and E3 are in a non-existing transportation utility corridor. This is a violation of the rules set forth in Proposition 1A. High Voltage Tower (HVT) utility corridor is not an acceptable route for HSR as there is an electromagnetic interference between the catenaries of the HSR vehicles and HVT transmission lines.

Using established practices for rail engineering, tunneling under the route of High Voltage Towers (HVT) is not an acceptable designated utility corridor for railroads. High

Voltage Towers can span steep canyons in mountainous terrain and travel in zig zag patterns. Railroads cannot.

In the State of California, the regulations governing overhead power lines is the jurisdiction of the California Public Utility Commission (CPUC). The rules can be found under CPUC General Order 95. HSR power systems and High Voltage Towers do not mix. There is an electromagnetic interference created between the towers and the electrical catenary supply, not unlike the static heard on a radio when you pass under the High Voltage Towers in the countryside.

One of the biggest deterrents for building HSR in Northern California from Gilroy to San Jose is the HVT utility corridor that runs parallel to the HSR route. The CPUC has yet to determine what the best approach would be regarding the interference between the two separate operating electrical systems.

In the State of California, both the head of CAHSR and CPUC report to the Governor. The two statewide agencies need to discuss the proposed use of a HVT utility corridor as a substitution for the corridor designated in Proposition 1A and then inform the Governor and the public of their agreement.

6.) Fatal Flaw: CAHSRA did not provide profile drawings at public meetings for tunnels E1, E2 and E3, thereby intentionally avoiding full disclosure over the location of the tunnel staging areas needed in Burbank or Pacoima for excavation. If the profiles had been shown, property owners in these local neighborhoods would know which houses will be condemned.

Profile drawings show the rise and fall of the landscape and indicate locations of large existing structures like bridges, freeways and water channels. Elevations are provided in distance above sea level. Profile drawings also show the rise and fall of the HSR tracks in comparison to the elevation of the land.

It is common practice to provide profile drawings in the first, earliest, preliminary stages of conceptual design. The profile elevations are essential for full disclosure as they provide information to determine the fatal flaws of tunneling or aerial structures. At the conceptual planning phase of the Red, Blue and Green Lines and on previous HSR studies for the corridor, profile drawings were always provided.

President Lincoln would have studied the profiles for the proposed rail routes when determining the route for the Transcontinental Railroad. With CAHSRA not providing profiles at public meetings, this is an indication that... ***“lobbyists attempted to influence the selected locations because of the important social, political, and economic consequences.”***

CAHSRA appears to have purposely withheld profile drawings as they would help identify which neighborhoods would be condemned to create staging areas for the tunnel boring machines. Depending on the tunneling route chosen, neighborhoods in

Burbank or Pacoima will be particularly hard hit, yet were left out of the loop during the numerous community outreach programs.

These local communities do not understand the impact of tunnel staging areas on their neighborhood, yet have received "Request to Enter" letters from CAHSRA.

For the segment between Palmdale to Burbank, numerous meetings were held in Santa Clarita, Sylmar, San Fernando, and Acton, but few were held in Burbank or Pacoima. At meetings, no profiles were provided. This is an indication of CAHSR willfully not following standard procedures for rail design.

By omitting the profiles from the public meetings, CAHSR has avoided answering truthfully about tunneling under the 5 Freeway and the Burbank Western Channel. If the profiles had been provided, the fatal flaws would have been exposed sooner. For example, near the airport, most of Hollywood Way will become a trench, 40 feet deep, sometimes more than 200 wide. This trench will stretch from behind the Empire Shopping Center to the 5 Freeway, a distance of almost two miles. This trench will be covered along Hollywood Way with heavy steel plates during the entire time of construction, a period of more than five years. This is a common method of providing vehicular traffic access to local businesses and hotels while construction of the underground station begins. During the construction phase, vehicular traffic will rattle across the metal plates, day and night, a tremendous noise nuisance.

CAHSRA has stated that the Burbank Airport station location is an end station. End stations must have special trackwork at either end to aid in the operations of the trains. Trains will fan out going in and out of the station. The special trackwork must be built on flat surfaces. This adds to the length of the flat area needed to build an underground station; therefore, the vertical profile cannot descend northwards out of the station as quickly as CAHSRA has stated at their meetings.

For tunnel proposal E3, with the depth of the station trench set at 40 feet, the tracks will be about 50 feet deep when crossing under the Caltrans Freeway. Fifty feet is too shallow to install a tunnel boring machine. Digging under the 5 Freeway will be accomplished slowly, while building support structures to shore up the underside of the freeway. Below the freeway, the soil must be removed to a depth of more than fifty feet. The soil at this location is one of the more hazardous types for tunnel boring machines, it is called mixed face, which is a mixture of large boulders and soft sand, the remnants of an ancient river bed. Add to that mix, tar deposits and a contaminated water table.

This also appears to be a fatal flaw, digging under a freeway and flood control channel, but what comes next is so fatally flawed, digging under the Freeway and the Burbank Western Channel is secondary.

For each proposal, tunnels need to start somewhere. Tunnel boring machines need a staging area. Depending on which tunneling alignment is chosen, a very large pit will be dug in one of the local neighborhoods, either Burbank or Pacoima. This large

rectangular staging pit will be about 1000 feet long, 120 feet wide and nearly 100 feet deep. A tunnel boring machine, which is larger than the fuselage of an Airbus or a 747 airliner, will be brought to the location, and lowered into the pit. Moving a tunnel boring machine to the site where the tunnel drilling begins very complex procedure, involving road closures and detours through many neighborhoods, similar to moving the Space Shuttle from LAX to Exposition Park.

Because the Hollywood Way trench is too shallow for a tunneling pit on the south side of the 5 Freeway, the tunnel boring machine for tunnel E3 must be installed on the north side of the 5 Freeway, at Hollywood Way and Glenoaks Boulevard. The newly built Caltrans freeway on and off ramps at Glenoaks will have to be removed. The exit will be closed for more than five years.

Many homes along Glencrest, Rutledge, Sangamon, Milano and Hollywood Way will be condemned and removed. Those remaining will need temporary streets installed and sound barrier walls. There will be somewhere between 100,000 to 500,000 truckloads of dirt and debris removed from this pit. Trucks will sit idle for hours spewing diesel emissions while waiting to be filled with dirt from the tunneling process. Woodbury University will be severely impacted by noise, dust and detours.

The beginning of this video gives an example of the size of the trench needed for a tunneling machine. This is a single large bore tunnel, with only one hole at the end. CAHSRA is proposing two tunnels with two holes at the end, each tunnel will be about 40 feet in diameter.

https://www.youtube.com/watch?v=KMmfY_f_zvs

For clarification, the **tunnel portal** area is the place where the tracks for the train disappear underground. The **tunneling pit** is in a different location; in this case, the portal and the pit are almost two miles apart.

This type of information was not provided at public meetings because the public outcry would have been deafening. Burbank and Pacoima are still unaware of the impact this heavy construction will have on their neighborhoods.

Fatal Flaw: To construct tunnel E3, the Burbank neighborhood above North Glenoaks Boulevard along Glencrest, Rutledge, Sangamon, Milano and Hollywood Way would be condemned for the tunnel boring machine pit. Woodbury University will be heavily impacted by noise, dust and detours.

Fatal Flaw: To construct tunnel E2, the Burbank neighborhood bordered on the south by San Fernando Boulevard and on the north by the 5 Freeway, between Ledge and Ferncola, including Glenwood Elementary School, will be condemned to make room for the tunnel boring machine pit.

Fatal Flaw: To construct tunnel E1, the Pacoima neighborhood bordered on the south by San Fernando Road and Glenoaks on the north, and between Paxton

and Pierce will have many homes condemned. This includes the closing or shortening of the Whitman airport runway for the HSR tunnel portal location. This neighborhood appears to be the hardest hit as the entire distance between the tunnel portal and the tunneling pit will be excavated and remain an open trench.

Tunnels E1, E2 and E3 do not need an EIR. These tunnels plans contain so many fatal flaws they should be considered “show stoppers” as the costs far outweigh the benefits.

7.) Fatal Flaw: There are violations of Civil Rights involved in the choice of Burbank HSR station.

In November 2013, at a three day USHSR Conference held in the Los Angeles Metro Board Room, the national audience was informed by CAHSRA Michelle Boehm that a HSR station would be built at Burbank Airport, as if the decision had already been made. Investors were being courted, consultants hired to develop plans and a panel of experts spoke on the topic. Plans for development were shown. No other station location in the San Fernando Valley was mentioned.

The majority of the population of Burbank is White. The majority of the City of San Fernando is Latino. CAHSR has been pushing for Burbank Airport HSR station location and has ignored the potential for a possible two platform aerial station in downtown San Fernando City for more than six years.

Fatal Flaw: It is a Civil Rights violation by CAHSRA; the San Fernando City Council Members and members of the public were not presented equal opportunity options for a HSR station like their counterparts in Burbank.

There’s a political reason why the HSR at Burbank Airport has been pushed ahead while other sites ignored. The Burbank location is the only viable stop in Supervisor Michael Antonovich's Fifth District [see map on next page], which extends northwards from Glendale to the Kern County Line. Supervisor Antonovich is a member of both Metro and Metrolink Boards and is one half of the Joint Powers Authority for the High Desert Corridor Project, a fifty mile highway from Palmdale to Victorville which will accommodate eight lanes of traffic, and in the median, the High Speed Train to Vegas.

Since 2010 Supervisor Antonovich had proposed the tunnels directly from Palmdale to Burbank as a way to encourage development in the Antelope Valley along the High Desert Corridor from Palmdale to Victorville. Many parcels on either side of the proposed route have already been purchased.

Violation of civil rights occurs regularly at Metro. The public makes complaints at monthly board meetings, sometimes the complaints are heard, sometimes not. Metro Board Members also verbally accuse each other of violating civil rights when choosing transit construction projects.

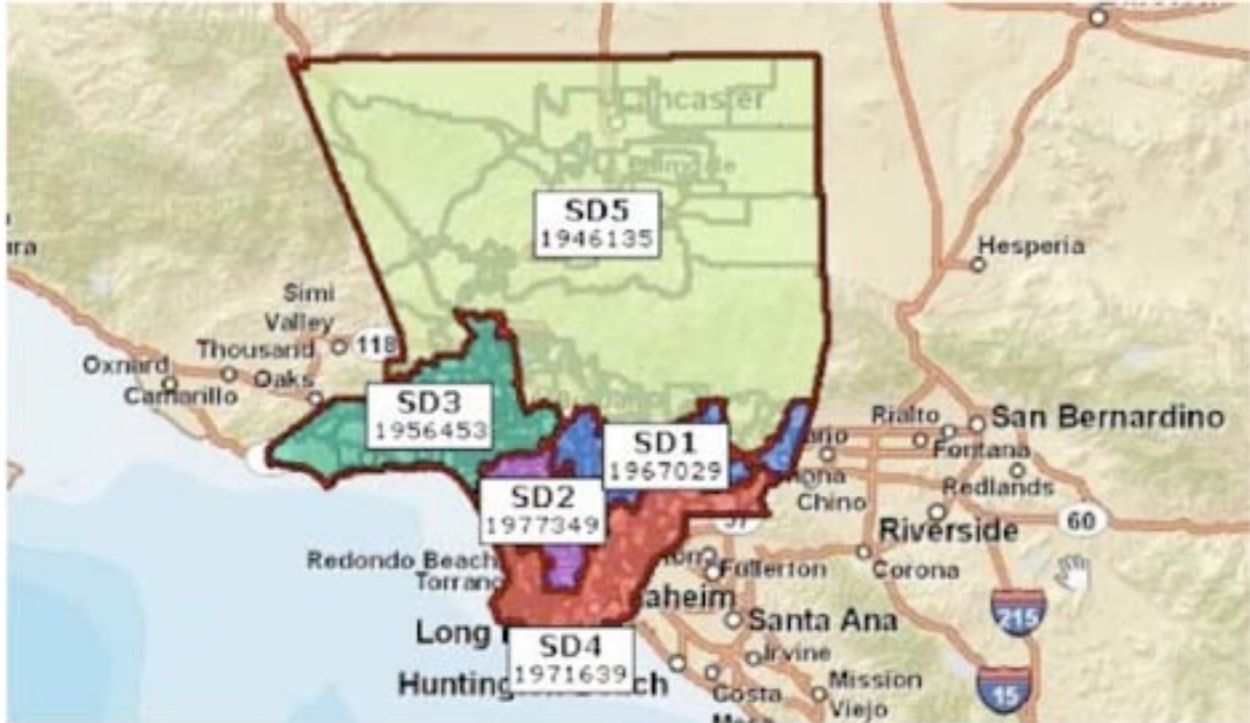


Image: County of Los Angeles Supervisory District (SD) Map

Although this practice has been ongoing for years at Metro, and a main contributor to the lack of interconnectivity of the various stub-ended rail lines, CAHSRA should not cave in to local political lobbying and show better manners as they are a statewide organization.

“Lobbyists attempted to influence the selected locations because of the important social, political, and economic consequences.”

The proposed Burbank Airport HSR location is fourteen miles from Union Station and fifty miles from Palmdale. There has always been another proposed location for HSR on the maps, San Fernando City, nine miles north of the proposed location. Many San Fernando and Santa Clarita Valley residents will travel an additional eighteen miles round trip to reach a HSR station at Burbank Airport rather than one located in San Fernando City.

Downtown San Fernando City has many amenities that fit the Proposition 1A legislative requirements. Burbank Airport does not, but San Fernando City HSR site is outside Supervisor Antonovich’s Fifth District. The district maps were redrawn during the last election and Sylmar and Lake View Terrace joined San Fernando City as part of the Third District which stretches all the way to West Hollywood. Sheila Kuehl is the new Supervisor for the Third District.

The CAHSR should have spent equal time and money investigating the other proposed HSR locations in the San Fernando Valley, holding public meetings throughout the Third

District to compare the sites until a final decision was made. Suggest revisiting San Fernando City with a more realistic set of plans. Suggest a two platform aerial station, one platform for Metrolink, one for HSR.

8.) Fatal Flaw: HSR Station at Burbank is not centrally located to San Fernando and Santa Clarita Valley residents. This will increase congestion on the 5 Freeway. This is also a civil rights issue. CAHSR has focused its efforts to allow the 5% population of Burbank to overrule the transit habits and needs of the other 95% of the Valley population.

HSR Station at Burbank is not centrally located for the majority of San Fernando and Santa Clarita Valley residents. This location will increase the public's time spent traveling to the new station. It is too far south, too close to Union Station and can only be accessed via the 5 Freeway. This will increase congestion. This is also a civil rights issue.

The 5 Freeway is the only freeway with direct access into the Burbank airport. Congestion on the 5 Freeway will increase. This corridor is the main artery for the goods movement which supports the trucking industry, connecting northern and southern California.

For comparison, the proposed HSR location in San Fernando City is accessible from the 405, 118, 210 and the 5 Freeways with a total of seven interchanges that could be used as designated exits. Congestion at this location can be mitigated.

Population of the Santa Clarita Valley: 180,000
Population of the San Fernando Valley: 1,800,000
Population of Burbank: 104,000

Fatal Flaw: Lack of transparency and civil rights violation, CAHSR and Metro funding involved in the redevelopment plans for Burbank Airport with insufficient public presentations.

The residents of Burbank did not have the opportunity to learn about or approve of this new land deal at the Airport. Few, if any residents are even aware of the size of the new development and the impact it will have on their community. CAHSRA agreed with Burbank Airport and Metro to build a HSR station underground in the old Lockheed B-6 Superfund site before the public has had any indication that there were other solutions available.

Mark Scott is the new City Manager for Burbank City and is a well paid public official, earning more than the Mayor of Los Angeles.
<http://articles.latimes.com/2013/jun/25/local/la-me-ln-new-burbank-city-manager-will-make-nearly-300000-20130625>

Two months ago, Mark Scott attended a Burbank City Transportation Commission meeting and gave the Commissioners verbal instructions that they were not to speak about HSR at their monthly board meetings, yet building the HSR station will have the greatest impact on Burbank since World War 2.

Last week, Will Rodgers won a seat on the Burbank City Council. He ran his campaign on the issue of the secrecy surrounding the redevelopment at Burbank Airport. It is to be hoped that as a member of the Burbank City Council he can end the politically motivated communication embargoes.

9.) Fatal Flaw: Adding a fourth commuter rail station to the Burbank Airport area is not needed and is an additional taxpayer expense with few rewards.

A new Metrolink station is currently being constructed near the Burbank Airport with the premise that it will help service the proposed HSR station, but a HSR station cannot be built at Burbank Airport, as has been stated by several of the fatal flaws in this report.

There is insufficient value given to construction costs for new Metrolink station. The station is a duplication of services and will diminish speeds, the costs greatly exceed the benefits.



There is an existing Bob Hope Train Station on the south-side of the Airport which currently serves both the Metrolink Ventura Line to Oxnard and Amtrak Pacific Surfliner connecting to Santa Barbara and San Francisco. There is a free shuttle to terminal. This station stop is also within easy walking distance to the terminal with newly upgraded pedestrian access. There is a second commuter rail station near the airport, the Downtown Burbank Metrolink Station, already serving Metrolink to Santa Clarita and Palmdale, including the Ventura Line, with free shuttle to the terminal. The third commuter rail station nearby the Burbank Airport is the Metro Red Line North Hollywood

subway station. Trains run every ten minutes into downtown Los Angeles, and at night, every twenty minutes, with free shuttle service to the Airport.



Image: North Hollywood Station Interior

Building a fourth commuter rail station on the north side of the Burbank Airport is not a fiscally sound investment. This location is not suitable for a HSR station and the public has been misled that this location is their only choice. There are 10,000 airline passengers per day that use the airport. Currently, only one percent of the passengers use the three combined shuttle services and the taxpayer is supporting that cost.

Time will be added to current Antelope Valley Line timetable. Commuters will encounter ten extra stops per week: one in the morning, one at night, five days per week. The train schedule will require an additional delay in each direction to slow down, stop, pick-up, discharge passengers and then re-accelerate.

As few as two or as many as ten passengers could be discharging at the new Burbank Airport Metrolink station. But more than likely, no passengers will get on or off at this new location. All of the commuters from Santa Clarita and Palmdale will be spending extra time in their commute. This is not beneficial to the general public. There is no travel time savings for the majority of commuters.

Usually, this type of time table restructuring has a negative affect on regular commuters who eventually turn to other forms of transportation for a more streamlined commute, such as express buses and cars.

Passengers currently arrive at the existing Downtown Burbank Metrolink Station and the North Hollywood Subway Station using many modes of transport: bus, car, taxi, train, bicycle and walking. There are restaurants, shops, theaters, businesses and apartments near both locations. Passengers waiting for a shuttle to the airport could be spending time dining, shopping, visiting friends or in business pursuits.



This type of infrastructure does not exist at the new Metrolink location. The plan to build a new station here was to attract developers to the Lockheed B-6 Superfund site. The project was pushed forward while the development deal was kept out of public scrutiny. Primarily, this a development deal. The new Metrolink Station will have no amenities like the other existing stops. What should traveler do when exiting the station platform and there is no shuttle waiting? Walk a mile with a suitcase to the Terminal Building? This concept opposes the intent of Proposition 1A; funding was meant for building stations where existing amenities were less than one quarter mile from the station location.

There are few public amenities within walking distance of the station: restaurants, hotels, public services.

“...lobbyists attempted to influence the selected locations because of the important social, political, and economic consequences.”

CAHSR funding is being spent on development plans that do not fit the intent of the legislation and do not benefit the general public, there is a lack of transparency.

10.) Fatal Flaw: The existing Burbank Airport is wedged between two rail right-of ways. Vehicular access into the airport terminal area is limited. Using this site as a HSR station will increase congestion, decrease revenue and create multiple safety issues.

Burbank Airport Terminal is wedged between two Metrolink and freight corridors. Vehicular access is limited. This site will increase congestion, increase travel time, decrease revenue and create multiple safety issues. It will be difficult to induce travelers to use the new service if they can't get to the HSR station. This will have a detrimental effect on the revenue collected from fares.

Any newcomer driving into the Burbank Airport area will find the area difficult to navigate. The runways block east west traffic. The rail lines block the north south routes. Streets dead end or go for miles without a cross street. Existing signage into the airport is poor. It is easy to get lost.



Image: Vehicular access to HSR station blocked by two rail lines and two runways

Running diagonally across the upper corner of the map is the 5 Freeway. The lower slightly horizontal line is the Ventura Line, used by freight traffic, Metrolink and the Amtrak Pacific Surfliner. Passengers from the airport can take the train up the coast. On the map, the Airport Train Station is located near the southernmost end of the runway.

The Metrolink Antelope Valley Line is the upper diagonal line that runs south of the freeway and alongside San Fernando Road. The proposed HSR Station is located at Hollywood Way. This street is lightly visible on the map, traveling north to south, adjacent the airport property and connecting to the freeway.

The current infrastructure does not support the arrival and departure of additional commuters. Along San Fernando Road there are only two existing rail crossings, one at Vineland, another at Buena Vista. These intersections are two miles apart. Along this corridor, there is no parking and no stopping along San Fernando Road. Hollywood Way is a grade separated juncture; tracks cross above and vehicular traffic travels below at a high velocity. Access to San Fernando Road from Hollywood Way is limited and not clearly marked from the under-crossing. Easy to miss.

CAHSR money will be spent here to build the Metrolink Station. This area puts at risk the safety of pedestrians, bicycles and handicap patrons. This is a violation of the Proposition 1A funding, which was intended to be used at sites which that were pedestrian friendly.

Fatal Flaw: Metrolink should not build a new station at Burbank Airport. It will not benefit the general public. It will not reduce congestion. It will be difficult to induce travelers to use the new stop if they can't get to the station. This will have a detrimental effect on the revenue collected from fares. This location presents multiple safety hazards that cannot be economically remediated.

11.) Fatal Flaw: Burbank Airport has recently completed a \$112 million dollar renovation in the southeast quadrant of the site. If the Airport Terminal is moved to the north side of the runways, a new terminal complex will be built with new parking structures. This is a duplication of effort using taxpayer funds.

http://en.wikipedia.org/wiki/Bob_Hope_Airport

“On June 27, 2014, a \$112 Million Regional Transportation Center opened. The 520,000-square-foot center at Hollywood Way and Empire Avenue was also built to withstand a major earthquake while serving as an emergency “nerve center.”

With so much money being spent on the south side of the airport, why is a new train station, not within walking distance of the existing terminal, being built on the north side? This is a duplication of effort. The new Metrolink Station at the north side of the Burbank runway has no amenities. Will ridership increase because of the new Airport Metrolink station? (No, currently passengers on the Antelope Valley Line can disembark at the downtown Burbank Station and take the free shuttle to the airport.) What is the public benefit from the proposed new terminal construction?

12.) Fatal flaw: Recent approval by Metro Board for double tracking Metrolink along the San Fernando corridor will later need to be torn out for high speed rail installation. This project has been granted \$55 million from CAHSRA.

Metro recently approved a Metrolink design contract for double tracking along the San Fernando Corridor from Sylmar to Hollywood Way. The work begins near the end of the Caltrans railroad bridge, see Fatal Flaw number 3, where the new bridge does not have the correct support columns, can provide for only three tracks and cannot provide a route for high speed trains.

There is conflicting information in the two recent Metro board items on the topic. The Planning Committee item states that double tracking from Brighton to Roxford will be designed, *"in a manner that would be usable under any high speed rail scenario for this corridor. This will minimize or eliminate throw away work."*

The statement is misleading. There are no alignment drawings available for high speed rail along the San Fernando Corridor. For the past year, CAHSRA has directed the engineering efforts to tunnel from Palmdale to Burbank. HSR alignment drawings along the San Fernando Corridor do not exist and there is insufficient information to coordinate the Metrolink double tracking *"under any high speed rail scenario for this corridor."*

In contrast, the Metro Construction Committee Item from the same date, makes no such statement that construction of the double tracking will accommodate HSR in any scenario, and omits any reference to coordinating the design with CAHSRA, although the board item states that \$55 million dollars from CAHSRA will be used on the project.

The improvements to the San Fernando corridor will include 15 grade crossings and three new bridges. http://media.metro.net/board/items/2015/04_april/20150416conitem43.pdf

"This Project is the Number 2 ranked project on the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and several southern California agencies, including Metro. This MOU provides funding from Proposition 1A bonds and other sources for eligible projects."

"The Project will upgrade 15 at-grade crossings to current SCRRRA design standards.... safety improvement features such as pedestrian gates, emergency egress swing gates, and channelization handrails....will be included on the engineering drawings."

The improvements to the grade crossings for pedestrians are a big plus. Afterwards, when HSR is built, the new grade crossings and new double tracking will have to be removed and rebuilt. Pedestrians will no longer be able to cross the tracks at grade throughout the San Fernando Corridor. Grade separations will allow pedestrians to walk under or over the tracks through underpasses or overpasses.

In the double tracking contract, there is no mention if the three new bridges will contain space for four tracks and include space for OCS poles.

The Metro Board Meeting was held on April 15, 2015, and the Construction Committee approved the contract. Supervisor Antonovich sits on this committee and gave his consent for the contract to proceed.

This is the end of the Fatal Flaws summary report. The following ideas and solutions are not mine or new, and were learned during my tenure as the High Speed Rail Planning Manager at Metro.

There always been a remedy, a better, faster cheaper way to do high speed rail. Skip the end station in downtown Burbank. With efficient use of funding, there is no reason to build an end station at Burbank Airport underneath an EPA Superfund clean-up site. Build a HSR station in downtown Los Angeles by moving the Gold Line further west into the old baggage handling area. There is plenty of room for HSR platforms. No need for expensive underground stations in either Burbank or at Union Station.

The mid-station between Palmdale and Los Angeles could be an aerial station located in downtown San Fernando City. Then San Fernando City would receive the redevelopment money and could make the needed improvements to their streets, utilities, local businesses and housing. Within the proposals for Prop 1A, a two platform aerial station was possible for downtown San Fernando, centered over Maclay Street, with one platform for Metrolink and the other for HSR.

In 2014, San Fernando met with CAHSRA and were shown new plans for downtown San Fernando City as an end stop, not a two platform aerial structure. Large station platforms would be built on the surface with multiple tracks fanning in and out. This station, including the special trackwork at both ends, was shown to be a mile long and a quarter mile wide. There was parking for 6000 cars. This proposal would tear up the entire downtown area.

The City Council and members of the Chamber of Commerce rejected this plan, citing the lost tax revenue and closure of businesses during construction. If a more modest HSR station had been proposed, with fewer train platforms and less parking demands, plus the added \$600,000 from CAHSRA for redevelopment, the same amount given recently to Palmdale, would San Fernando continue to unanimously refuse a HSR station in their city?

Concerned citizens who normally receive information from CAHSRA were not sent meeting notices for the proposed large end stop San Fernando and remain uninformed. These meetings turned the local public support away from the idea of having a station in San Fernando. This divide and conquer technique was used repeatedly by CAHSRA to confuse the public with a false narrative. The City of San Fernando did not have the same consideration as Burbank from CAHSRA. The proposal for an end station in downtown San Fernando pushed public sentiment towards wanting the direct Palmdale to Burbank tunnels.

If San Fernando had been properly informed, would they still prefer tunnel option E1, which will condemn and destroy a Pacoima neighborhood with the tunneling operation?

A station located in downtown San Fernando would provide ample funds to remove all the at-grade street crossings, a true public safety hazard. Vehicular traffic would no longer have to wait at grade crossings. And there would be no more freight trains blowing horns at night.

Below is a summary of the importance and feasibility of building HSR station in San Fernando.

TEN REASONS TO BUILD THE HSR STATION IN SAN FERNANDO CITY:

The proposal for a HSR Station in San Fernando City has been presented in various CAHSR documents. At this location, the station should be an aerial station centered over Maclay Street. The San Fernando/Sylmar Metrolink station, one of the more successful passenger stations in the Metrolink system, would shift one half mile southwards to align with the new HSR station. This location has a much greater infrastructure in place to assure economic viability well into the future. The primary benefit is public safety. This location can be developed into a pedestrian friendly complex, safe for walking, biking and handicap patrons. For many Valley residents, there will be reduction in travel expenses, lower in-vehicle travel time, less time spent waiting, and reductions in the time spent traveling with a HSR terminal located in San Fernando City, rather than Burbank Airport. There are four freeways and seven interchanges to mitigate congestion in and around the station in San Fernando.

1.) The City of San Fernando City has historical significance similar to Olvera Street in downtown Los Angeles. Both of these towns were established during the same era of California history. There are several important buildings in San Fernando City including the Mission San Fernando which is one and a half miles from the proposed stop.

2.) Within one quarter mile (walking distance) of the San Fernando HSR proposed station location are these facilities: City Hall, Police Department, US Post Office, San Fernando Courthouse, various churches, high school and grade schools, grocery stores, banks, medical clinics, doctors' offices, shops, theaters, restaurants, public parks and a swimming pool.

3.) Visitors to San Fernando City currently arrive safely by foot, bicycle, car, taxi, bus or Metrolink. Potential ridership revenue on HSR would be enhanced by existing travel patterns.

4.) Van Nuys Boulevard is one of the heaviest traveled bus routes in Los Angeles County. This public transportation corridor leads directly into San Fernando City. METRO is investing Measure R funding to upgrade this boulevard and diminish travel time along the corridor. This will have a beneficial effect on future revenue collection for HSR. Also reduces auto congestion.



Image: San Fernando City highlighted. The 5 Freeway insignia is misplaced and shown on San Fernando Road, the HSR route. The Mission of San Fernando is located in Brand Park.

5.) A HSR station in San Fernando City is 22 miles from Union Station and 42 miles from Palmdale. Locating the HSR here will improve travel times for many Valley residents. The proposed HSR Station at Burbank Airport is nine miles further south of this location, requiring extra travel time and expense for passengers and creating greater congestion on the 5 Freeway.

6.) Several freeways provide ample access into downtown San Fernando City: the 405, 118, 210 and 5. There are seven interchanges that could be designated as exits to the HSR station which would mitigate traffic congestion.

7.) The HSR station will require utilities: gas, electric, water, sewage and storm drains. San Fernando City has this infrastructure in place. The Burbank location does not.

8.) There are no runway take off and landing pattern issues in San Fernando City; there are tree lined streets and shops.

9.) Near the proposed station stop in San Fernando City are various automotive repair shops. These shops infringe into the needed right-of-way and will have to be relocated even without a station stop; the right-of-way is too narrow for HSR. These car repair shops could be relocated possibly to the vacant parcel near the Burbank Airport Station, the same one slated for redevelopment. The moneys could be better spent providing a new state of the art automotive repair facility and training center for the industry which would bring needed jobs to the area. Obtaining automotive parts now requires an international shipping infrastructure and Burbank Airport is an excellent place for this distribution center.

10.) The original legislation for Proposition 1A required that HSR stations be chosen for the above cited reasons, proximity to established governmental businesses and public facilities. The downtown San Fernando station location did not receive the same amount of funding for redevelopment proposals as the Burbank Station, which infers that there is a lack of transparency for the funding of the Palmdale to Burbank Project Section for CAHSR.

This ends the report on the Fatal Flaws for HSR Station at Burbank Airport. Hopefully there is sufficient information here to stop the expensive and time consuming process of including the Burbank Airport Station location and tunnels in the EIR and return the focus of high speed rail project to the designated Proposition 1A Corridor.

Thank you for your attention to this matter.

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