HSR MAP BURBANK TUNNEL ALTERNATIVES E2 & E3 VIOLATE THE TERMS OF PROP FATAL FLAWS, TECHNICALLY & FISCALLY UNFEASIBLE DESIGNS

If the HSR station is 40 feet underground, then using HSR criteria, the HSR tunnels, alternatives E2 & E3, will be 40 feet below the 5 Freeway and the Burbank Western Channel. Using 30' diameter tunnels for HSR, there is insufficient clearance between these structures. This is technically infeasible.

If Metrolink is electrified with catenaries, then due to FAA airport regulations governing electromagnetic interference, this Metrolink station must be built in a 40 foot deep trench.

Then the HSR station design must plan for this option and be located 80-100 feet deep, not 40 feet deep as stated by CAHSR engineers. Therefore this HSR station location becomes technically & fiscally infeasible due to the depth of the station, units to profile grade set in the criteria, proximity of Burbank Western Channels & tributaries.

Caltrans currently beginning Buena Vista Street to Magnolia Ave railroad relocation, from surface to aerial bridge. No Caltrans coordination with CAHSR.

Using the Ventura line for HSR will eliminate the opportunity to build a light rail line from Chatsworth to Burbank Town Center.

Animal Shelter.

Burbank Track Junction Two tracks to Ventura Two tracks Antelope Line Single tracking beyond Burbank.