



---

File #: 16-774, Agenda Date: 11/16/2016, Version: 1

---

## **SUPPLEMENTAL CITY COUNCIL STAFF REPORT**

### **MEETING DATE: NOVEMBER 16, 2016**

PREPARED BY: Edith Ramirez/Economic Development Director  
APPROVED BY: City Manager

### **REVIEW OF QUESTIONS AND ISSUES FOR HIGH SPEED RAIL PROJECT SCOPING LETTER**

#### **RECOMMENDATION(S):**

Review and provide feedback on draft list of questions and issues for High Speed Rail Project scoping letter.

#### **NARRATIVE:**

The purpose of this Supplemental Staff Report is to provide the Council with additional background information and to clarify a minor typo in the original staff report for the High Speed Rail (SSR) project.

The November 16, 2016 staff report for the High Speed Rail project referenced that a new east of 101 alignment was presented at the last South County Working Group meeting. It should have said a new "west" of 101 alignment was presented. High Speed Rail has always shown an east of 101 alignment, but in recent months, a new west of 101 alignment has been identified and is currently being studied.

For the Council's reference, attached to this supplemental report are the following documents:

1. Scoping Letter Feedback
2. Letter from Roland Lebrun
3. Comments received throughout the project
4. Email from public 1
5. Email from public 2

As more questions come in through the City's website, staff will continue to collect all questions and provide the Council with an updated list of community questions on Wednesday, November 16th.

Comments Submitted to City Regarding CHSRA Scoping Letter

November 12, 2016

Responses have not been edited or modified

Gene Giancola

*What Questions Do you have for the CHSRA?*

Since there is no station in Morgan Hill, why is a route along Monterey Rd. one of the four options?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Andrew Sterian

*What Questions Do you have for the CHSRA?*

Has there been consideration of tourism and quality-of-life impact when considering a final alignment choice, or is it purely economic? An HSR alignment through downtown Morgan Hill would destroy the character of this unique area.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

DANA MORTON

*What Questions Do you have for the CHSRA?*

Why would the alignment not occur in the most obvious location - along with the existing railroad line?? The home value and quality of living in the Diana neighborhood will be severely impacted should the rail be put in along the west side of 101. My house will not be one purchased in eminent domain but would be in the first row of houses adjacent to the planned location on the west side of 101. The rail will without a doubt create a negative impact on my homes value. Please consider what will happen to home values in the entire Diana neighborhood should the West side be chosen. Why would you add a rail line in a neighborhood instead of in a downtown area where it makes sense. The community should share the burden of the rail's addition, not the homeowners, who already live next to 101 to begin with! Please do what you can to prevent loss of the investment we made when purchasing a home in Morgan Hill.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

William CARLSON

*What Questions Do you have for the CHSRA?*

How often will the train pass during the day and how late at night?

What is the noise level when the train passes?

Will there be passage access for rural wild game to migrate throughout the area?

Will there be any tall redwood trees planted to on both sides of the raised viaduct to mitigate noise and visual impact?

Will the train be used ONLY for people or will it be used for material product transfer...and what kind of material?

Will any transport of material product be hazardous?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Georgina Pelz

*What Questions Do you have for the CHSRA?*

I'd like to see the HSR go through Morgan Hill where the train tracks are already established. That seems to be the most logical place to put it. I don't know the pros or cons as to whether it is better for the tracks to be elevated or at ground level. My questions would be surrounding how it would affect residents in that area. I am assuming since they already live by the train tracks that a HSR wouldn't add much or anything to their day that they're not already used to as it relates to noise. However, my questions would be:

1. How much louder is the HSR than the train that already goes by their homes?
2. How many times per day would the HSR go by their homes?
3. What would the hours of operation be compared to the train operation hours?
4. How fast does the HSR go compared to the train?
5. Will there be a stop in Morgan Hill? It would be nice if there were. If no, where would people get on/off the HSR and how will that impact that area?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Mark Hinkle

*What Questions Do you have for the CHSRA?*

What can the city of Morgan Hill do to stop this huge boondoggle?

Projects like this are always over budget, behind schedule, and never, ever, carry as many passengers as the proponents say it will. They always lie.

Please do what you can to stop it.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Susan Eassa

***What Questions Do you have for the CHSRA?***

How will the HSR determine which properties need to be taken? How will the HSR ensure that there is no loss to the residential properties that are not strictly needed for right of way access but would be close to the proposed route? Will the HSR purchase enough residential properties along side the track to ensure that there is a cushion of green space and thereby ensure that the remaining home's property values are not impacted? Will anything be done to beautify the space between the HSR and the residential areas around it? Will homeowners who wish to move for no other reason but that the HSR will be constructed in their neighborhood be reimbursed realty fees and any loss in property value due to the HSR being present or the need to disclose its future presence? Will the HSR work with the City to make sure that no resident is financially hurt?

***Additional Questions?***

Will homeowner's who move because the HSR is constructed in their neighborhood be allowed to keep their current tax basis?



Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Christian Lucchini

*What Questions Do you have for the CHSRA?*

- 1) What value does a HSR have to residents of Morgan Hill?
- 2) At locations that do offer a stop to board/depart the rail is there any public transportation from the rail to shopping or other attractions?
- 3) Who hours of operation will the HSR run?
- 4) Are there any negative affects from building this project?
- 5) Are there any other states that have done this type of project before so we can benefit from their experiences?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Lauri Quigley

*What Questions Do you have for the CHSRA?*

Truly concerned about the effect this will have on our property values. It seems the least caustic option for the community of Morgan Hill, San Martin and Gilroy as a whole would be to take this away from most of the homes and through the east side of the freeway. When will they have a definitive answer to the route chosen and what will be the impact to our quite way of life. I don't need to be sandwiched between two trains.

*Additional Questions?*

How many trains will be scheduled to travel through Morgan Hill on a daily basis?

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Traci Valdez

*What Questions Do you have for the CHSRA?*

Why wouldn't the money be spent on widening and fixing our freeways. We can hardly move around on the freeway. we keep being told there's no money but you can build this and it won't even be used for many people.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Delia Monrreal

*What Questions Do you have for the CHSRA?*

*Additional Questions?*

\*\* Does the rail absolutely have to go through downtown?????

Can it not be routed on East side of freeway 101????

\*\* Will there be an actual trains stop in M.Hill????

My opinion: I believe this along with the new hotel being planted smack in dow

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Delia Monrreal

*What Questions Do you have for the CHSRA?*

*Additional Questions?*

Forgot!!! Besides the integrity to MH, it is money wasted and asking for an accident to happen smack downtown? I hope not. I am for the farmers who are against this bullet train...we need farmers, not dangerous trains and tracks...

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Debra Ullmann

*What Questions Do you have for the CHSRA?*

If the East or West 101 routes through Morgan Hill are chosen, how will you mitigate impact on Coyote Creek Park and Trail including impacts to wildlife, waterfowl, and birds that call that area home? In addition, how will you maintain the current quiet and peaceful rural environment for hikers, walkers, and bicyclists?

*Additional Questions?*

We believe a trenched route downtown is the best option. This will minimize noise and visual disruption, while increasing safety and will keep all rail transportation in the same area. Why is this option not being considered?

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Yudhvir Sidhu

*What Questions Do you have for the CHSRA?*

Are there plans or intentions to provide bus service to the San Jose and Gilroy terminals. If so, will fares be included in the cost of HSR tickets?

Will the residents of Morgan Hill be provided with lower ticket rates?

Will VTA bus schedules be aligned with train schedules?

Will VTA and HSR offer interchangeable tickets? How about with BART, ACE and Caltrain?

Will HSR work with local companies and schools to provide lower ticket rates?

Has a rate schedule been published?

*Additional Questions?*

What's HSR policy on mitigating any on-going graffiti problems? I.e. its bad enough that we have to live with the thing in our community without adding insult to the eyesore with graffiti.

How often will the trains run? Will there be a priority on even

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Yudhvir Sidhu

*What Questions Do you have for the CHSRA?*

What kind of light pollution is expected along the tracks?

*Additional Questions?*



Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Pravin Lathigara

*What Questions Do you have for the CHSRA?*

1. Will high speed train pass through Morgan Hill ? Where ? How often ? What times?
2. Will Morgan Hill be a stop for high speed train ?
- 3..Will there be a study about noise pollution effect in Morgan Hill ?
4. What is the time table for this high speed train project ? Estimated start of service etc.....

*Additional Questions?*

Jeanne Wise

*What Questions Do you have for the CHSRA?*

I am concerned about the increased traffic downtown and safety if the high speed train goes along Monterey highway and through downtown Morgan Hill.

How will pedestrian traffic be protected ?

How often are these trains projected to run?

*Additional Questions?*

Wouldnt it be much safer for the train to go along the east side of highway 101

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

*What Questions Do you have for the CHSRA?*

What land will be used along side Monterey Rd or 101 to accommodate this high speed rail? How will the current owners of this land (specifically farm land, and residents) be compensated for the land they must give up for the high speed rail?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Sandra Bell

*What Questions Do you have for the CHSRA?*

- \* Why is the high speed rail being diverted through Morgan Hill?
- \* Can the high speed rail be diverted elsewhere or stopped?
- \* Have the environmental studies been done yet?
- \* How can the high speed rail cut through the coyote valley open space?
- \* What about the noise levels?

*Additional Questions?*

- \* Who will benefit from the high speed rail?
- \* The families who property will be crushed by the high speed rail will be compensated, but what about their neighbors who are left with the loud noise and train to look at. How will they be compensated for th

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Diane Holmes

*What Questions Do you have for the CHSRA?*

Since the HSR does not benefit MH but destroys the atmosphere of our beautiful city by creating a visual blight and noise pollution, can the HSR please tunnel under the city to preserve our homes, businesses and ambience?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Timothy Heinrich

*What Questions Do you have for the CHSRA?*

No questions, just suggestions.

High speed train should run on the east side of 101 and be elevated. There is much less population on the east side of 101. I can't even imagine if that train derailed coming through Morgan hill at 200mph, total devastation not to mention the already loud noise coming for the current rail line. Why does the train need to run at midnight and blow it's horn for five minutes? Last run should be before 10pm.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Laurie Beasley

*What Questions Do you have for the CHSRA?*

Our preference would be to have the bullet train on the East side of 101.

However in consideration for all neighborhoods, what sound insulating tactics will be employed on this rail system? The elevated trains in Chicago are constantly shrieking and screeching as they come through and the bullet trains in Japan are very loud.

Also and what measures will there be to keep animals and people off the rails. We have a lot of wildlife along this corridor and Caltrain has at least two or three fatal accidents involving people along the tracks every month.

Lastly why do we have this train disrupting our town without the benefit of a stop?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Jill Provencal

*What Questions Do you have for the CHSRA?*

Why are we going through Morgan Hill? Why can't it go around the city instead of through the city?

If this is a done deal?

What do the environmental impact studies say? the impacts air quality? noise? water/soil? From building to actually going live?

How will this impact MH housing prices?

What about quality of life? We moved to MH for the small town community feeling it has - fairs, downtown parades. Having a high speed train going through MH- drastically impacts negatively the our community objectives and quality of life.

*Additional Questions?*

Our family does not want the high speed train!

Out of the 3 options if this is a done deal - I'd suggest next to 101 on the West Side.

Why not downtown - our community actually uses our downtown for parades, festivals. Having the train come through our



Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Pamela Wilson

*What Questions Do you have for the CHSRA?*

The 101 freeway going through Morgan Hill is getting very congested. With all the new development taking place in Morgan Hill and Gilroy it is inevitable that 101 will need to be widened to add additional lanes in order to prevent gridlock. If the HSR is placed East or West of 101 will there be space left for additional lanes to be added to 101? Thank you.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Richard Olson

*What Questions Do you have for the CHSRA?*

It appears my house may be impacted by the west of 101 potential route. I would like to know how it is determined what properties will be taken by eminent domain?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

*What Questions Do you have for the CHSRA?*

If preferred route through western Morgan Hill is approved, what would be the impact to the Charter School of Morgan Hill? Why can't the train run underground all the way through Morgan Hill? Our beautiful town will be destroyed by the view of a 30-60 foot elevated structure running this train through town!

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

*What Questions Do you have for the CHSRA?*

What are funding requirements for HSRA to begin construction on the part of the project that will run through Morgan Hill? Will construction be permitted to begin even if full funding is not yet secured? What will be the impact to Sobrato High School if the route on the Western side of 101 is approved? Why can't the HSR run underground beneath current railroad tracks that already exist?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Don Holmes

*What Questions Do you have for the CHSRA?*

Can the HSR through Morgan Hill be completed as a tunnel option. What are the noise and "earth-trembling" issues with this option? This option would seem to solve the city management and resident concerns. I know it cost more but think of the future of Morgan Hill with the HSR noise and disruption!

Please consider the tunnel option through or around Morgan Hill.

*Additional Questions?*

It appears that a law suit is the only option to get compensation for reduction in home value for homes that are close to HSR but not in its direct path. Can you provide a better option for reimbursement for loss of value?

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Henry Duran

*What Questions Do you have for the CHSRA?*

I live at tilton /Monterey ....it seems to me that the perfect place to put high speed rail is alongHW 101...if you put it on Monterey east of train tracks,would it be on the west side of Monterey Rd east of train tracks? Or east of Monterey Rd? Just want to know how close to my house.

Thank you,

Henry

*Additional Questions?*

Arthur Kilinski

*What Questions Do you have for the CHSRA?*

1. I have lived in my neighborhood for 12 years, which is right next to one of the preferred routes for the HSR. I only heard 1 month ago that part of my neighborhood might get torn down to accommodate the rail. Why hasn't there been more outreach to potentially affected neighborhoods? Almost all of my neighborhood was in shock and most had never known that our neighborhood has been considered for quite some time.

2. If my neighborhood gets torn down, I am told that the government will buy my house back at "fair market value". Once it's announced that the train will go through my area, property values will for sure plummet. What determines fair market value? What is the exact formula, reference points, etc.? I feel like I'm being held hostage in my house. I don't want to live right next to a train, especially one that is 60 feet up, next to my house. I don't know anyone that wants that and I'm worried that I can't sell my house. And if I wait for the State to tear it down, will my house be bought back at significantly less value? If my house doesn't get torn down, I'm literally 1 house away from the train that does me zero benefit.

3. What is the reaction of the local businesses like Honda, Home Depot, etc. that would get torn down? Would they relocate to another location in Morgan Hill?

4. What are your outreach plans on the communications for the plans for the train? Please don't tell me to just visit your website.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Debbie Johnson

*What Questions Do you have for the CHSRA?*

How will this affect the noise level?

*Additional Questions?*

I can only image that the home values will probably go down for those living around this area. This is a concern, do you have any studies that show what typically happens to home values once this is constructed?



Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Jason Herr

***What Questions Do you have for the CHSRA?***

What kind of police services will be provided by the rail authority, if any? As a police officer in San Jose we have to deal with numerous calls for service at the Diridon Station in San Jose. Amtrak police are rarely there and never available. More problematic is that the rail Agency (VTA-I believe) contracts with the San Mateo County Sheriff's to provide police services at all stations, even those in Santa Clara County. Needless to say this is a worthless arrangement as they can provide no emergency services because they are in San Mateo County not Santa Clara County. If they do actually agree to send a deputy up to take a report or respond to a call it is an hour wait.

My question is will the Ca. Rail Authority provide sufficient police services to handle the increase in ridership and problems that will arise at Morgan Hill stations due to the increased ridership? Or, will Ca. Rail Authority provide funding to Morgan Hill PD to provide police services at Morgan Hill stations.

***Additional Questions?***

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Ray Blanchard

*What Questions Do you have for the CHSRA?*

Please consider the route EAST of 101. The tracks on the West Side along Monterey would cut through Charter School Morgan Hill and Sobrante High School. The traffic in West Morgan Hill is already intolerable and the area is more populated than the East side. Development on the WEST side would cause considerable more community impact than the EAST side of 101.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Kimberly Namek

*What Questions Do you have for the CHSRA?*

whether the hsr is elevated or at berm, what precautions can be put in place to prevent suicide attempts?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Ramon Nunez

*What Questions Do you have for the CHSRA?*

- Have other options to route the CHSR outside the core Morgan Hill center been considered? (i.e., through east or west low density ranch lands.

- The current options are proposed to be at grade or elevated levels. Have you considered below grade (not

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Roland Lebrun

***What Questions Do you have for the CHSRA?***

The California high speed line alignments as proposed by the High Speed Rail Authority in south Santa Clara County are inappropriate, specifically that high speed lines either completely bypass or terminate at city boundaries and transfer to conventional lines to gain access to existing stations at reduced speeds (125 MPH or lower) through densely populated urban areas.

This assertion is based on personal experience in the UK, specifically High Speed One (200 MPH) & the North Kent main commuter line (90 MPH) and, more recently, LGV Sud Europe Atlantique (220 MPH) which runs parallel to the existing 125 MPH network and systematically by-passes every single town and city between Tours and Bordeaux.

Moving on to south Santa Clara County, a similar approach would consist of a 220 MPH high speed line that would veer north off Highway 152 and continue east of Highway 101 until eventually connecting with the Caltrain alignment north of Capitol Expressway in south San Jose.

Downtown Gilroy HSR service would be provided via a branch to the Hollister line and the trains would continue north on the existing Union Pacific tracks at speeds below 125 MPH until eventually connecting to the Caltrain alignment north of Capitol Expressway in south San Jose.

Please note that this alternative is fully compliant with California Streets & Highways Code Section 2704.09 (b) "Maximum nonstop service travel times for each corridor that shall not exceed the following: 4) San Jose-Los Angeles: two hours, 10 minutes" <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

**Recommendations:**

1) The first priority should be to electrify the tracks between San Jose and Gilroy to provide a "blended" Caltrain/HSR service to Gilroy, Morgan Hill and south San Jose until the Pacheco tunnels are completed. The east of 101 bypass should be planned but need not be constructed until sufficient ridership has been established between San Jose, Merced and Fresno.

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

2) Santa Clara County should consider establishing the Valley Transit Authority (VTA) as the lead agency for the Gilroy extension subject to California Public Utilities Code Section 185032 (b) “Except as provided in paragraph (2), nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service” <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=puc&group=185001-186000&file=185030-185038>.

This recommendation is based on the VTA’s outstanding track record of working collaboratively with Union Pacific on grade separations in the BART corridor between Warm Springs and Berryessa.

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

JulieYetso

*What Questions Do you have for the CHSRA?*

How will the homeowners living near the high speed rail be compensated for loss of property value?

Why does the high speed rail need to go through Morgan Hill?

If there will be no stops in Morgan Hill, why does it need to be above ground? Why can it not be completely under ground?

*Additional Questions?*

Comments Submitted to City Regarding CHSRA Scoping Letter

November 11, 2016

Responses have not been edited or modified

Ranjan Singh

*What Questions Do you have for the CHSRA?*

I saw the possible options for where the HSR would run through Morgan Hill. I'm baffled by why the west side of HWY 101, which is the residential side, would even be an option? Plus in the west side, you'd displace how many homes/residents? And for the remains they'd have a giant eye dome right next to them directly affecting their property values.

I also don't see downtown as viable. The east side of HWY 101 is the only open space/farmland away from homes and should be the only option to begin with aside from going underground.

*Additional Questions?*



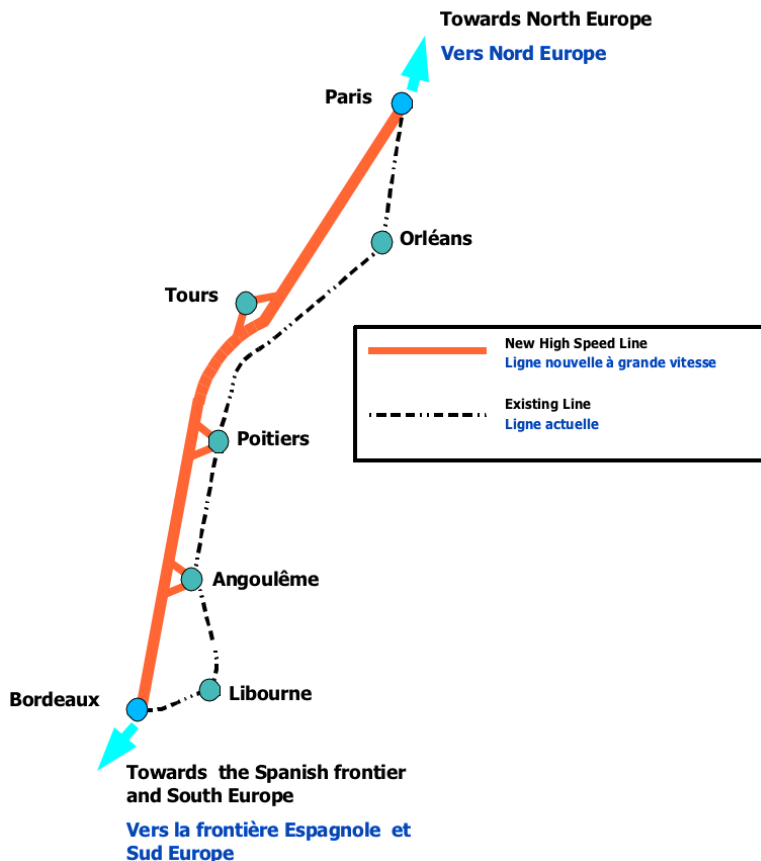
Roland Lebrun  
[ccss@msn.com](mailto:ccss@msn.com)  
November 13<sup>th</sup> 2016

November 16<sup>th</sup> 2016 City Council Meeting  
Item #11 Review of questions and issues for High Speed Rail Project scoping letter

Dear Mayor Tate and Members of the Morgan Hill City Council,

The California high speed line alignments as proposed by the High Speed Rail Authority in south Santa Clara County are inappropriate, specifically that high speed lines typically completely bypass or terminate at city boundaries and transfer to conventional lines to gain access to existing stations at reduced speeds (125 MPH or lower) through densely populated urban areas.

This assertion is based on personal experience in the UK, specifically High Speed One (200 MPH) & the North Kent main commuter line (90 MPH) and, more recently, LGV Sud Europe Atlantique (220 MPH) which runs parallel to the existing 125 MPH network and systematically by-passes every single town and city between Tours and Bordeaux.



## Analysis

Moving on to south Santa Clara County, a similar approach would consist of a 220 MPH high speed line that would veer north off Highway 152 and continue east of Highway 101 until eventually connecting with the Caltrain alignment north of Capitol Expressway in south San Jose.

Downtown Gilroy HSR service would be provided via a branch to the Hollister line and the trains would continue north on the existing Union Pacific tracks at speeds below 125 MPH until eventually connecting to the Caltrain alignment north of Capitol Expressway in south San Jose.

Please note that this alternative is fully compliant with California Streets & Highways Code Section 2704.09 (b) “Maximum **nonstop** service travel times for each corridor that shall not exceed the following: 4) San Jose-Los Angeles: two hours, 10 minutes”  
<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

## Recommendations:

- 1) The first priority should be to electrify the tracks between San Jose and Gilroy to provide a “blended” Caltrain/HSR service to Gilroy, Morgan Hill and south San Jose until the Pacheco tunnels are completed. The east of 101 bypass should be planned but not constructed until sufficient ridership has been established between San Jose, Merced and Fresno.
- 2) Santa Clara County should consider establishing the Valley Transit Authority (VTA) as the lead agency for the Gilroy extension subject to California Public Utilities Code Section 185032 (b) “*Except as provided in paragraph (2), nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service*” <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=puc&group=185001-186000&file=185030-185038>.  
This recommendation is based on the VTA’s outstanding track record of working collaboratively with Union Pacific on grade separations in the BART corridor between Warm Springs and Berryessa.

Respectfully submitted for your consideration.

Roland Lebrun.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

**Comments Received prior to 10/11/2016 already submitted to high speed rail**

1. I prefer the 101 route. Using the UP tracks would make a huge difference to my quality of life (I live near the train station). Will there be compensation for home owners so affected? Due to work, I cannot attend the meeting, Thank you for your time and consideration..

[EMAILED REMOVED]

2. Hello, I am opposed to project first off all. As I can't stop it for now I have the following questions:
  - a. 1. After the City had done so much improvements why do you want to ruin the feel of MH with the elevated version?
  - b. 2. How safe is the elevated version especially in a scenario of an earthquake?
  - c. 3. Are there studies on the noise impact of an elevated steel train tracks including outside/inside noise levels at different speeds?
  - d. 4. How are you going to support residents against the CHsRA who are impacted more than others?

Looking forward to hearing from you.

Regards,

[NAME REMOVED]

3. You haven't once reached out to any of the residents that could be affected by your alignment recommendation. Nothing in the mail, no phone call, nothing. People don't just go to the Morgan Hill City website looking for this sort of thing. And now, you're making community decisions that are without the input of those that would be affected. Now that the decision has basically been made for your preferred alignment, thanks for ensuring my future property value doing down the tubes. I'll be considering a relocation, in the near term, to another city - after having bought my first home here just a year ago. Terrible...just terrible.

[NAME REMOVED]

[PHONE REMOVED]

[EMAIL REMOVED]

4. After all the work being done along Monterey to revitalize downtown Morgan Hill it is awful to imagine a high speed train whizzing overhead as people try to enjoy dinner outside at one of the

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

restaurants. This says nothing of it being an eyesore. The train is not planned to stop in Morgan Hill so I feel it should run along 101 where there is already a traffic corridor.

5. Please do not consider having the train come anywhere near downtown. The city and community has done a good job of trying to create atmosphere that is inviting, it is filling up with restaurant, gathering places and soon a nice hotel. Why would you want to disrupt that with a high speed train, it just does not make any sense. Please only think about aligning it to highway 101, it is a commute train so let it commute with the rest of us, not thru us. Thank you  
[NAME REMOVED]
6. the high speed rail, would be nice (I guess) but look at the over runs ie: the new bay bridge. I wont ride the new proposed high speed rail bet I would have to rent a car. would have to rent
7. Hello, You cannot possibly think that having high speed rail move through Morgan Hill without having a stop for us could possibly be a good idea? Unless we get a stop, this route should not be allowed and the state should find another path. Sincerely - [NAME REMOVED] [EMAIL REMOVED]
8. My main concern is safety regarding a high speed rail running through downtown. If a high speed rail is unavoidable, then let's have the raised track option where people don't have the potential to get hurt
9. Hello, Running high speed rail through Morgan Hill without giving us a train stop is a terrible plan for local residents. With that said, I doubt you have much power or sway over the State regarding the route. For the safety of residents and our children, I recommend pushing the High Speed Rail Authority to install their rail as aerial. Installing the rail tracks at grade would further disrupt the city's traffic flow and put pedestrians/vehicles at risk of getting hit by a high speed train. I would also suggest that the rail tracks be far enough from 101 to allow for future lane additions, as that would have been money better spent to improve our way of life than a train.
10. The UPRR alignment would destroy our downtown. It would go through a large number of recent developments, impact pedestrian access to downtown, and cause major reconstruction of Monterrey Road through Morgan Hill. Also, this is not like UPRR where there are not many trains running through Morgan Hill. To be viable, HSR would need to run many runs a day. All of this is for a project that does not benefit Morgan Hill. We currently have Caltrain to go north. Time savings of going south to LA is not clear, but I do not believe it is a major concern over

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

existing roads, increasing Caltrain, or increasing VTA service. I find it hard to believe that HSR could not find an alternative that does not slice our community in half.

11. What are the provision for home owners in the direct paths? How about nearby homes? Would they consider constructing some sound walls to mitigate noises?
12. They should go underground down the center of 101 like they're doing in LA:  
<http://www.latimes.com/socal/burbank-leader/news/tn-gnp-me-railrouteschange-20160317-story.html>
13. What is the expected noise impact to surrounding homes from the two options?
14. I had the opportunity to listen to the presentation of the High Speed Rail on line today. I am very surprised and concerned about the possible approval of the High Speed Rail coming through our City of Morgan Hill. I cannot image the High Speed Rail being built along Highway 101 for obvious reasons, impact on traffic.

We all know that traffic is at a standstill many hours of the day along 101 as far back and further than San Jose. Noise is also a concern as we are effected by the freeway alone and then to add the noise from the High Speed Rail going by every 15 minutes as I have heard. Farmland would be impacted as we are seeing less and less of that in our city. I am also concerned as our property values will go down. When we moved we did not want to be near any railroad tracks or High Speed rail which this would affect our quality of life. We do not want to see elevated pillars out our front window. The time they state when it will not run is ridiculous. Most working people are in bed by 10pm not 12am. We are also impacted in our area with the future Condit-Mana development. Our concerns were not heard with that issue and we will have to deal with the many possible issues with that development in the future.

Do we really want the sports park families to listen to the noise while they are trying to concentrate on winning games. Our new hotel does not want their customers listening to the noise while trying to rest in their beautiful hotel that would be running very close to them. While we are trying to bring in more families to Morgan Hill I feel this is only going to have families look to other cities that do not have to deal with this unfortunate situation. Yes the High Speed Rail will have impact wherever they put it but the least impact would be to keep it along the Union Pacific Railroad. Those who live near the railroad tracks have chosen to do so. We have chosen to live in quieter areas of Morgan Hill and are very upset about how this will change our lives in the future.

If you should have any questions for me please feel free to contact me [EMAIL REMOVED]

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

Thank you for your time out of your busy day to hear my concerns.

[NAME REMOVED]

15. There are many of the opinion that the CA HSR is the biggest money-wasting boondoggle ever taken on by a state government. I agree with that opinion. I keep asking myself, "How can I help kill this thing?". But I believe it will die a natural death once the voters get another chance to voice their opinions on it. I hope the city of MH does not spend a lot of time on this since it's not likely to happen ... ever (hopefully). [NAME REMOVED] [EMAIL REMOVED]
16. Why is there not an option of running the track at grade in the median of 101?
  - a. 1. In consideration with the geography of Downtown Morgan Hill, the current noise created by both freight and cal trans rail traffic will compound and detract from any and all efforts for a downtown ambiance. if the downtown route is selected, how will protections be put in place for safety, noise reduction, aesthetics, etc... How will these provisions be guaranteed for the community, residents, businesses and the good will of Morgan Hill?
  - b. 2. Since Morgan Hill residents will not benefit from access, is the route along hwy 101 a better choice?
  - c. 3. High speed rails benefits are nebulous when placed against the escalating costs of such an endeavor, how will the state of California guarantee against a taxpayer funding deficit as compared to Amtrack, light rail, BART, Etc....?
17. We are unable to attend, but have attended past meetings. We live on the East side of 101 (Mission Ranch) and are frequent hikers. As such, we are very concerned about the HSR bisecting and following Coyote Creek Parkway where it crosses west of 101, impacting the wildlife and hikers with speed and noise from the metal tracks 20 times an hour (full implementation by 2035). This urban train should be placed in an urban environment. Therefore, of the two proposed routes, we are in favor of the downtown corridor and would propose that it is trenched going through downtown Morgan Hill to reduce noise and increase safety.  
  
--[NAME REMOVED] & [NAME REMOVED], [EMAIL REMOVED]
18. Must keep pedestrian access across tracks at current train station location.
19. Hi am a Morgan Hill resident and I am a huge supporter of increasing and updating our dated crumbling infrastructure. That being said, I'm curious if you can provide me with any benefits my neighbors and I will see if CHSR becomes a reality?

## City of Morgan Hill High Speed Rail Comments Received Thru 11/10/16 via

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

Thanks.

[NAME REMOVED] [EMAIL REMOVED]

20. What is the forecast of passenger usage, revenue and cost to maintain over the next 20 years?

21. Why, if there is little public demand, is this being built?

22. Morgan Hill City Council Workshop May 04, 2016

Item: local and regional transportation

Suggestion for Staff:

At the HSR Business Forum on Tuesday, Mr. Preston from HSR said that he has repeatedly told his management that better visuals are required, but that they are being held back so that effort is not wasted on unlikely alignments. So City staff needs to step up and create some blowups of the Bailey to San Martin image, probably a box bounded by Cochrane, Monterey, Watsonville, and 101; one for the 101 alignment and one for Monterey. The presenter can toggle back and forth as questions address one or the other. It was incredibly confusing at the HSR Business Forum to have words coming at me and not being able to see street names and the specific alignment.

Regards, [EMAIL REMOVED]

23. Morgan Hill City Council Workshop May 04, 2016

Item: local and regional transportation

Comment for Council and Staff:

When I addressed the Council on Sept 07, 2016, on the High Speed Rail update, I was concerned that the Community Working Group meetings were not advertised to the general public. At the Sept 20 HSR Business Forum, having Ms. Galli of HSR describe the CWG as the voice of our community, and having Mr. McKay repeatedly describe the members of the CWG as representing "the community", I am more than just concerned. Of the 22 names on the Member Roster for the Gilroy/Morgan Hill Community Working Group as of August 10, 2016, Morgan Hill has six representing business and economic development, one for the builder community, and one from a service organization. These people are without a doubt an influential segment of the community, but certainly do not represent "the community". And as Mr. McKay ably demonstrated by describing how the members of the Downtown Association and Chamber of Commerce at the last CWG wanted their own meeting with HSR and City staff and HSR complied on Sept 20, being "in the room" is the way one is going to be heard.

## City of Morgan Hill High Speed Rail Comments Received Thru 11/10/16 via

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

I admire what Mr. McKay is doing for his interest group. He does not represent me or some number of our residents.

You can start by revealing what the CWG "values exercise" concluded.

Morgan Hill Community Working Group

business and economic development

\* John Horner, President & CEO, Morgan Hill Chamber of Commerce

\* Raquel Crowell, Morgan Hill Downtown Association

\* Ed Tewes, Morgan Hill Economic Blueprint Thought Leader

\* Greg Sellers, Morgan Hill Economic Development Corporation

\* Lesley Miles, Morgan Hill Downtown Association

\* John McKay, Morgan Hill Planning Commission & Tourism Alliance Chair

builder community

\* Dick Oliver, Morgan Hill General Plan Advisory Committee

service organization

\* Theresa Kiernan, 2016-2017 Club President, Morgan Hill Rotary Club

[EMAIL REMOVED]

24. Why isn't the HSR paralleling Rte. 5? That would be a better plan!

25. If the HSR must go through Morgan Hill, the railroad site would give access to the train depot. Has the HSR considered a future stop in MH?

26. If the site is to be along the east side of 101, will a sound wall be constructed to eliminate the noise and blight from the surrounding homes?

27. Along the eastern side of 101, would the train go along side the freeway over the canal or would it go through the properties along side the canal?

28. I would like to say that the 101 (on the west side) by-pass option for the high speed rail seems the only reasonable alternative.

Sincerely,

[NAME REMOVED]

29. I attended the Sept. 27, 2016, meeting in the City Council Chambers. I was very dismayed to hear that the High Speed Rail commission had apparently dismissed the idea of linking the HSR from San Jose to the central valley by going over Pacheco Pass instead of over the Altamont Pass. I was further dismayed to hear the HSR engineer respond that the Altamont route from San Jose would mean going over the Bay. Apparently he has not looked at a map lately to notice



<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

how existing transportation lines route around the south end of the Bay and never cross any body of water to get over the Altamont pass. He did not elaborate his comment, so there's no way to know how HSR could have come to that conclusion.

Further, when audience members asked for clarification of what "at grade" means and how high aerial lines would be, the answers given were vague - basically "it depends". There were no diagrams or visualizations of what the terminology means when implemented on a HSR line through Morgan Hill, just maps indicating 4 route options from San Jose to the Gilroy area.

Given the available diagrams of the 4 route options, I definitely would prefer Option 4, running the HSR route north of Sobrato High School toward and then along the west side of highway 101 and then past Tennant Avenue angling back into downtown Gilroy and building out the Gilroy train station.

I really would prefer running the whole thing out of Diridon station in San Jose along 680-580-205-5 with a station at the 205-5 interchange to service daily commuters into and out of the Bay area.

[NAME REMOVED], 20-year Morgan Hill home-owner, [EMAIL REMOVED]

30. Thanks for the video. While viewing it, I saw significant opposition and concern expressed about the project's plans. But based on the HSR Authority rep's explanations, it sounds like the train has ...[View more](#) already left the station and will be headed inexorably through Morgan Hill at some point in the future, come what may.

As far as what could be enhanced during construction to improve things... if the tracks are placed just adjacent to 101, I would recommend using that as an opportunity to also add a 4th southbound freeway lane between Morgan Hill and Gilroy. When the lanes change from 4 to 3 around Cochrane, this creates a funnel and shock wave effect for miles that adds significantly to southbound commute times. Maintaining 4 lanes past Gilroy will provide a more smooth and continuous flow of traffic, and also make it more likely that we will drive to Gilroy to board it.

31. This is a terrible idea that will degrade home value. People living along the 101 corridor will lose their homes. Sure they will be paid fair market value for the property but I doubt they will actually be compensated well enough to be able to purchase another home within the Bay Area. Why does the rail have to run through town at all? There will be no stop in Morgan Hill, additionally it makes no sense for it to detour away from Monterey Hwy (current planned corridor) to the 101 for a brief amount of time. I also have safety concerns living along the area that the track will be next to. How can we be assured that additional crime won't be brought to the area?

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

32. I used the Morgan Hill Community Meeting with HSR on September 27 to talk individually with HSR staff Guy Preston and Morgan Galli. I am passing on a few of their comments to you.

----

I asked Guy Preston, while looking at the roll plots laid out on the tables, how he could have said at the MH HSR Business Forum that the Authority did not want to create maps for alignments which might not

make the cut. He responded that he misunderstood the question, thinking that what was being requested were video animations. So I asked why the detailed alignments were not used in the presentation and were not on the web. He thinks roll plots are best used for questions by individuals about a location of a house or business wrt an alignment. And that putting the maps online is a decision made by the HSR communications group. ----

My questions and comments to Morgan Galli were on the Community Working Group for South County. When I asked why the meetings were not being advertised to the general public, she used the same language you have on the web page:

While the meetings are open to the public, they are designed to be working meeting to collect input and feedback with the working group body. She added that it is their practice state-wide to not announce the meetings. I responded that saying a meeting is open to the public but which the public is unaware makes no sense. As I have previously commented to you, the Member Roster is not on the HSR web. A document titled "Roles and Responsibilities" is. It says CWG is a group of community members representing a broad range of local interests and is organized to deepen community input Using a list provided by Mr. Lang, I commented that Morgan Hill and Gilroy each had 1/3 of the members, but that 6 of 8 MH have business/economic affiliations, 1 is a builder, and one is from a service organization.

Ms. Galli responded that the group is not frozen; if we feel it is not representative then suggest changes.

Although the Roles and Responsibilities include Distributing information to their constituencies

Providing feedback from their local communities I said that I would like to see meeting summaries for April 14 and August 11. I also said that the Values Exercise (aka Community Priorities Exercise)

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

mentioned at the MH HSR Business Forum might or might not reflect our 40,000+ residents and wanted to see the results. Ms. Galli responded that it was not yet available and that she had not seen it.

----

Finally, a question for the Morgan Hill team. Did you ask people how they heard about the meeting? You filled the room!

----

Regards, [NAME REMOVED], Morgan Hill [EMAIL REMOVED]

33. I purchased my home where it is because I didn't like the sound of the train and at my previous home I could hear it often. Now they are considering it literally in my backyard. I don't mind the freeway but a TRAIN? I think close (aerial would be great!) to the existing train is where it should go through. The businesses and homes are already used to the train going through in their area so another train wouldn't be much different. The property values along 101 will drop dramatically and I wouldn't even be able to sell my home to get away from it. How will the decision be made? Will we be able to vote on it?
34. As a resident who lives very near the east side option, I am asking that the west side of the freeway option be taken if at all possible.
35. all choices stink. # 4 less than the others. less impact would be to go west to the base of el toro and down santa Teresa ave
36. I would prefer the option that places the rail line to the west of 101. It will be the least disruptive to our community. I also ask, why don't we fight to host the South County station for HSR, rather than Gilroy, which is far less convenient for the majority of South County residents?  
  
[NAME REMOVED]  
  
Morgan Hill
37. I prefer the HSR to go along 101 around Morgan hill to minimize the impact to downtown.
38. The HSR is a terrible idea. It meets no economic or social need and creates unwanted structures and disruptions in cities and towns. It's an awful idea. Do not put the rail through our downtown and do not build a wall structure.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

39. Please support Option 4 for the HSR. We don't need a wall separating our beautiful city or the excessive costs of crossing 101 multiple times.
40. Businesses can be moved to other available locations if HSR takes their space. Also they could be moved to new commercial developments, which would have brought jobs to the construction industry. Businesses can deduct losses and moving expenses from their tax returns. Residential property owners that have their property taken have no ability to offset their loss on their tax return. They also will bear the emotional traumas of losing their personal homes, some of which have been in families for generations. They have no way of replicating their homes anywhere else. They will most likely end up with a lower quality of life, living somewhere they don't want to be. This is because the HSR is not going to give any of us top dollar for our property. We will have less money available to buy something else of similar quality. If you are retired and don't have a high income job, you will not even be able to qualify for a loan to buy another home. If the HSR only needs a portion of your property, your quality of life is going to take a nose dive. You are now living right next to the bullet train, your property value has plummeted. Who is going to want to buy a property right next to a bullet train? If they don't take your property, but you are within ear and eyeshot of the train, you will get nothing! I have heard the City of Gilroy is salivating over this project because they think people are going to flock to their town and spend lots of money. Maybe once a year for the Garlic Festival! The City of Morgan Hill seems to also be on board. I don't see what they are going to gain except lots of displaced citizens and an ugly rail system destroying the beauty of our area. I hope that this project is stopped before it ruins our life, but if it cannot be stopped, and if Morgan Hill and Gilroy want this bullet train so badly, I think it should run right down the middle of both cities. The voters did not approve the routes that are now being contemplated.
41. I live on [NUMBER REMOVED] Belletto Dr which is close to the HSR Option 4 (West side of 101). I would like DETAILED information about this route. Is it areal or at grade. Also when is the next meeting with HSR happening.
- Thanks,  
[NAME REMOVED]  
[EMAIL REMOVED]
42. We are not in favor of the high speed Rail project. The costs will outweigh the benefits. It does not offer a benefit to the majority of the California citizens that will have to pay for it. If high-speed rail has to come through Morgan Hill we think that it should follow the railroad tracks on Monterey Road.
43. Option 4 indeed make the most sense.

## City of Morgan Hill High Speed Rail Comments Received Thru 11/10/16 via

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

Thanks,

[EMAIL REMOVED]

44. I choose Option 3 or 4 re: the route through Morgan Hill HSR. It is absolutely insane to even consider Option 1, having a berm retaining wall on both sides. I don't want any residences/business eliminated!!! Not only dangerous coming thru our town but the noise would be extreme!
  45. I think we should run the HSR along the west side of 101
  46. Firstly without a station in Morgan Hill it is really unclear how HSR is going to benefit Morgan Hill. Commute times will not change due to additional ride-park required to Gilroy for commuting from M Hill to Bay area north locations.
  47. HSR alignment along 101 would divide the small town of Morgan Hill in 2 places. One at the current Union Pacific and then at the 101 alignment of HSR.
  48. Instead the better option would be to align along Monterey Rd/Union Pacific Rail so it is aligned with the current division. If the entire rail can be made to go inside an elevated TUNNEL through Morgan Hill Downtown that would ensure Sound disturbance is almost nil ( since rail is enclosed inside a tunnel ). With no station in Morgan Hill this may be a viable option to consider as well.
  49. Exposed rail would result in sound reflection from the Mountains on either side. Morgan Hill is a nice beautiful town. It would be great to maintain the greenness and laid-back feeling and not have HSR disturb the current feel of Morgan Hill.
  50. Please tell the HSA we want option 4. Frankly I think the whole this is a terrible idea, but since we're stuck with it the least impactful to Morgan Hill is option 4.
  51. I definitely prefer HSR option 4 through MH. Please do not our divide our city.
- [NAME REMOVED]
52. As per the architect's options laid out in the MH Times, option 4 is the least bad. I say least bad because this rail project is a nightmare. My largest concern is for the movement of wildlife across the valley floor. 101 is already a huge barrier - a handful of culverts and an overpass are the only (unplanned) routes for deer, mountain lion and smaller mammals and reptiles to cross the highway. A giant berm and solid sound walls defeat all efforts to maintain or even expand wildlife corridors in the south county.

## City of Morgan Hill High Speed Rail Comments Received Thru 11/10/16 via

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

53. I would like OPTION 4 as the route through Morgan Hill to Gilroy. This is along the 101 freeway. It is the least disruptive. We certainly should NOT have a wall that divides the city. [NAME REMOVED], resident of MH.
54. Kill the project.
55. I would kill High Speed Rail between San Francisco and LA. Affordable rail stopping all along the way, e.g. San Luis Obispo, is something we could use and enjoy.
56. Please provide a detail map of the four options. Thank you.  
  
[EMAIL REMOVED]
57. I am in favor of Option 4, along the west side of 101. I voted against HSR, but if it has to come through MH, I think that Option 4 would do the least damage to MH. [NAME REMOVED] [EMAIL REMOVED]
58. I vote for option 4 first then option 3 next. I definitely do not want the first option. Morgan Hill is such a beautiful wide open space. I don't want to see 14 ft. Walls.
59. Why is the city supporting this? MH doesn't seem to gain anything here, but its going to cause the citizens of MH a lot of pain.
60. The east side of 101 seems to cause the least amount of headache for MH citizens. Is the west side of 101 being targeted because those are primary minority homes?
61. No need to respond directly to my comments. My family recently moved to Morgan Hill and have been so happy with how beautiful and peaceful the town is. I'm incredibly concerned that bringing the high speed rail right through the middle of our city will negatively impact the environment that we bought into! Please do not allow this to happen.
62. Please help California and the country join the rest of the modern world and make HSR reality. WE need to get the cars off the highway. HSR needs to stop in MH!
63. I am 100% against the HSR line anywhere in Morgan Hill. All 4 proposed line routes will destroy the look and feel of our wonderful city. Run the line in the hill east of the city and 101 where we can't see or hear them. I am a 20 year resident and homeowner and will do whatever possible to fight the HSR.
64. Awhile back a video was distributed showing the sound, wind disturbance off a high speed train. For those who were not able to hear and see this phenomenon, picture yourself at the end of the runway at SFO, just behind a 737 as it throttles up with a large jet stream of fuel loaded

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

'high speed wind' in it's tracks. As a resident of downtown since 1997, Cal Train and freight trains are one thing, this will be quite another. It will destroy MH Downtown. DO NOT ALLOW THIS! It would be safe to anticipate destruction of any and all ambience for Morgan Hill's Downtown development. All at the expense for a project that may never be practical nor fiscally beneficial to the citizens of California, much less Morgan Hill. It would be a mistake for the City Council of Morgan Hill to compound this error by allowing the state of California to lead this miserable project through downtown. The narrow geography downtown navigates allows no room for such an endeavor, lest it tunnel below the entire downtown area from Tennant Ave past Cochrane Road. There is no reason to see any benefits to HSR passing through Morgan Hill's Downtown.

65. If the city doesn't have any benefit of the train then why would you allow it to go through it.
66. I can't believe this is even a thought. Why ruin our beautiful little city with this awful loud eyesore. It won't bring any positives to the economy here. It belongs down the i5 somewhere. The growth in this town is already a lot for a short time, don't push it. As a life long resident of morgan hill, I'll be truly disappointed in where our city planning is going if this is passed.
67. I am terrible upset with the idea of this train coming through Morgan Hill. The train at such a high rate of speed would be noisy even with every notification to be quiet it will never be silent. Also if this extremely heavy fast moving train derails then it would cause absolute havoc in our city and for every resident that lives near and somewhat near these tracks. I have been a home owner here for 22 years and find this to be terrible news for Morgan Hill! This is something that would cause me and my family to move out of Morgan Hill which we have called home for 22 years. We currently live smack in the middle of the proposed track lines.
- [NAME REMOVED]
68. Option 4 is my preference route through Morgan Hill. I appreciate more specifics and/or map of this option since I live on Tennant Ave. Thanks. [NAME REMOVED] [EMAIL REMOVED].
69. What a disaster this would be for our small but growing town. We already have lite rail, buses from all major tech companies coming in and out of MH. I am fully against the High Speed Rail, and especially it coming through Morgan Hill. We would get nothing out of this except more traffic, noise and headaches.
70. The west-of-101 alignment will eliminate currently occupied homes and run alongside neighborhoods where the current house values are at least \$900,000. The east-of-101 alignment will displace fewer families and not affect house values as much. Also, when viewed from downtown, the viaduct will not look as bad if built on the east side of 101.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

71. Why are you not pursuing the option that was offered to palmdale?  
(<http://www.latimes.com/socal/burbank-leader/news/tn-gnp-me-railrouteschange-20160317-story.html>)
72. As much as I can appreciate growth in our city, I absolutely don't think it is necessary to bring in a high speed train through our beautiful city. Something needs to be done. Even if it ran in the outskirts but not right through downtown MH!
73. please choose option four thank you [NAME REMOVED] and [NAME REMOVED]
74. Please do not allow HSR to go through Morgan Hill. Please do not allow HSR to go along the 101 freeway.
75. I am opposed to the high speed rail coming thru Morgan Hill completely. I see it as intrusive, unnecessary, and destructive to the Culture and atmosphere of morgan hill. Thank you
76. Running the HSR through Morgan Hill, regardless of the route, would cause Morgan Hill to lose much needed tax revenue from businesses and homeowners. The West Morgan Hill route will lose Residence Inn, In N Out Burger, Hobby Lobby, Honda, Home Depot, etc. These businesses probably will not find an area to relocate in Morgan Hill because they need to be near the freeway for high volume easy access. Tell the HSR to find another route that does not include Morgan Hill.
77. I've lived here 36 years in a clean and wonderful small town. I dont want HSR to ruin this beautiful quiet community. No HSR Please.
78. Locating the HSR on the west side of Monterey and the existing rail line would seem to disrupt the fewest homes and businesses.
79. Option 4.
80. I have studied the 4 options being considered for the HSR as it runs through Morgan Hill and I feel that option 4 (West side of 101 will be the best for our community.
81. I'm a resident and own a home in MH. Thanks for soliciting input from MH residents on the HSR. I would like the MH City Government to insist the HSR not go through MH. Below are the reasons.
  - a. 1. I expect the project will turn into an unprecedented money pit paid for California tax payers. The only beneficiaries will be the construction companies.



<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

- b. 2. The value proposition doesn't make sense. Travel by air from SFO to LAX takes 2-3 hours with early arrival at the airport. Travel by train will be 4 hours; 3 on the train and 1 hour at the terminal as there will be security lines at train terminal as well. This assumes there are no stops along the way, but that isn't assured.
- c. 3. Ticket prices will need to be subsidized by the California tax payers to be competitive with airfare.
- d. 4. Traversing MH will damage quality of life in MH and there is no benefit to MH citizens. A 65 foot structure along 101 is a visual blight. The noise is unacceptable. My house is approx 0.5 miles from HW101. NO ONE can assure us the train will travel at 200MPH through MH or only during the hours of 8AM to 8PM. That is subject to change when it suites the train operator.
- e. 5. A derailment along HW 101 would close 101 for weeks, effecting the security of BA.

[NAME REMOVED][EMAIL REMOVED]

82. I have reviwed the high speed rail options and strongly favor the path east of 101.

83. I prefer having the option that allows an aerial approach down Monterey Highway and then to the orth of SHS, angle off 101 and reconnect to UP rails south of Tennant.

84. Is there anything we can do to keep High Speed rail from coming through Morgan Hill?

85. I prefer option 4

86. I very much do WANT high speed rail! I love living in Morgan Hill but the commute to parts of the Peninsula makes it impossible for me to consider working there. Every now and then I have to consider the option of moving out of Morgan Hill just because it's so difficult to commute to where so many of the jobs are. But, those areas are also more expensive to live in so I don't move and instead just don't consider companies that are too far. Having a HSR would open up so many more options. Also, my parents really shouldn't be driving and it would help them get around much easier. Please don't let anything get in the way of this much needed public transportation resource.

87. Please STOP the High Speed Rail (HSR), I a resident of Morgan Hill would like to AVOID it running through Morgan Hill in any capacity

88. It is unclear to me why option 3 (sending the HSR down the east side of 101 through MH where there are hardly any residences) is better than option 4 (sending the HSR down the west side of

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

101 where there are numerous residences). Option 3 seems to be better for the community than option 4.

89. Please choose Option 4. [EMAIL REMOVED]

90. Please consider the time and financial investment in improving our downtown. Having a railway cut through the middle of Morgan Hill will drive away the tourism we've worked hard to attract. My choice would be option 4, co-locating transportation routes so the rest of our city remains a destination.

91. This is very concerning. How can we stop this project from going through Morgan hill?

92. Please consider option 4, it is least disruptive and will not divide our community!

93. I support the HSR if it runs near the freeway concentrating the noise in one area.

94. I see no benefit of a high speed rail to Morgan Hill. I am for thoughtful expansion for our city but the HSR adds no value to our lives or to our city.

95. I prefer option 4 for placement of the tracks for the high speed rail project.

[NAME REMOVED] [EMAIL REMOVED]

#### **New Comments Received after 10/11/2016 Submittal to High Speed Rail**

96. I would prefer to have the High speed rail go arial and then follow east of 101 to tTennent and the onto gilroy.

97. The HSR should stay on the East Side of the 101 throughout all of Morgan Hill in order to have the least impact on residents. While the City Council was correct on considering the impact on downtown business, the noise to residents is more important. The majority of the population of MH lives on the west side of the 101 and therefore any route that cuts back to the west side of the freeway to the Union Pacific lines will create more noise for a larger percentage of the population including on Tenant.

98. California High Speed Rail won't benefit MH residents. It will just kill the businesses in MH.

99. I am not entirely certain where to begin. I am in utter shock and disbelief that 9 days ago I read the paper and saw that my neighborhood will be bulldozed to make room for a 60 foot elevated high speed rail train to be my new next door neighbor. By next door, I mean currently I look at 3 beautiful homes with lovely landscaping from the front of my home and personally have a lovely backyard with large swimming pool and multiple fruit trees which will become a frontal view directly of highway 101 and straddling my back fence becomes the rollercoaster monstrosity. I find it

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

inexcusable and deceitful that NO ONE from the city has contacted any of these homeowners that they will be displaced and others receive new landscaping. The city council and planning commission and others have pushed so much development in the downtown area that just now they need a backup plan for running high speed rail through Morgan Hill with an alternate route. I want to know why we continue to issue building permits for areas that will be impacted by the high speed rail prior to the decision. This is basically cheating. How about we build as much as we can, quickly, so that there can be no decision that following the existing UPR route will function. Upon reading the newspaper article on September 30th I quickly spent as much time as I could to read and watch videos on the community meetings. Several items are apparent. City government has accelerated and granted building permits and "improvements" to block the walled 30 foot HSR following the UPR and require an alternative route. While the east side of 101 would only impact a few businesses and homes, the newly created idea of a west side will bulldoze a minimum of 30 homes leaving 50-80 homes with immediate and direct adverse lifestyle and property devaluation. When I watched the September 20th meeting with business owners the gentleman from HSR clearly responded affirmative to an owner when queried with "can we just throw this option off the table", and then continued in amazement as this owner was concerned because a loan had just been obtained and she was building a six-plex dwelling on site. Why in the world are we issuing building permits that are directly in the path of the proposed path when decisions have yet to be confirmed? This is an example of how city government is ensuring that the downtown plan cannot work and an alternate must be used. I have lived in Morgan Hill for 23 years. I am a community contributor. I have been a Girl Scout leader, soccer Coach, board member of OVYSL, school volunteer at El Toro, Martin Murphy, and Live Oak HS, volunteer at Mushroom Mardi Gras, and jury member. I am currently a full time teacher in Morgan Hill. We frequently dine and shop in Morgan Hill. We belong to multiple wine clubs in the area. My husband currently bikes two days a week to his job in San Jose and we recently installed solar panels. We are not against advancement. We do not own a business but completely support our community. For our neighborhood to be casually discarded and our livelihoods severely diminished is unconscionable. We are nearing our retirement years and the equity in our beautiful home was to be our security. Not only will we lose this, but have no option to move, it is simply not affordable. I question the safety of the elevated HSR, I can find no evidence that there are currently any running at these heights. I think the visual of a 60 foot rollercoaster running through the middle of our town is ridiculous. If we must have the HSR through Morgan Hill it makes so much more sense to follow the UPR as originally planned at grade level with possibly 2 streets having this visual as opposed to most of Morgan Hill. Businesses and other owners/developers ALWAYS knew they were next to a train route, with current train action. They consciously selected and built along train tracts. Anything approved and built in the last 7 years has known that the plan was to route HSR by the UPR. Why is it no longer viable to have this plan? Is it because of all the future plans yet to be built? Is there one particular property that is an issue? Or,

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

do you just not want it? I vehemently oppose the construction of the high speed rail in the 4th selection, west side of 101. [NAME REMOVED] and [NAME REMOVED] [EMAIL REMOVED]

100. If West of 101 (Option 4) is chosen for the HSR not only will Morgan Hill lose the tax revenue from Residence Inn, In N Out Burger, Hobby Lobby, Honda, Home Depot, etc. we will lose many many jobs. Thousands of residents and tourists frequent these business's daily. Morgan Hill needs these businesses! If West 101 is chosen I'm sure all residents will vote out all incumbents from office since they are recommending Option 4 to the HSR!

101. Hi, I wanted to share my input . I recently moved to Morgan Hill less than 1 year ago. I was attracted to Morgan Hill because of the quietness, small town feel, love the downtown, partake in the community events and much more. One of the deciding factors that lead us to choosing our home was avoiding the train due to the noise. Luckily there was a home we found on the Westside of HWY 101 between butterfield and HWY 101 and just north of east dunne. We felt this home would be quite enough and enough distance from the train. Additionally, we spent more than we wanted to solely based on location. I feel this high speed project would go against and have an impact on all of reason why I decided to move to Morgan Hill and buy the house I did in the first place. I also feel I could speak in behalf of many of my neighbors who I have had similar conversations with. Please please do not allow this train project through Morgan Hill or near down town Morgan Hill.

102. Option 4

103. My preferred choice is Option-4 followed by Option-3. –[NAME REMOVED] in Capriano  
Option 3: Along the east side of 101. The focus of option 3 is to shift the entire HSR to the east side of 101. The impact on the homes and businesses on that side is clear, especially considering the HSRA would need to cross the freeway twice, at minimum.

Option 4: Along the west side of 101. The most recent option, and the one that seems to make the most sense, calls for an aerial approach that would come down Monterey Highway and then, to the north of Sobrato High School, angle off toward 101. HSR would then parallel 101 through Morgan Hill and, after passing Tennant Avenue, would return to connect again with the UP alignment and continue south to Gilroy. This option disrupts the least number of businesses and residents and co-locates noisy activities, freeway and train.

104. Options 3 or 4 seem the most reasonable, depends on which ones is the most cost effective and/or disruptive to the community. Sounds the end to our small community. Very sad for the many senior citizens who seem to always be left out of the considerations and services available to them.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

105. The benefits to Morgan Hill residents of the HSR will be zero but the cost will be the loss of a quiet city
106. HSR though downtown must be avoided. Running that eyesore through downtown will destroy MH
107. I strongly oppose both Option 1 and Option 2. Running the high speed rail through downtown Morgan Hill will literally divide the town and displace many homes and business. Options 1 and 2 will undo the very type of development that the state of California should be promoting within cities: infilling urban areas with higher density living that is more affordable, walkable, and near public transit. My preference is for Option 3 or 4.
108. Has the city submitted an opinion of the best route option through MH? What were the city's assessment elements (e.g. cost / aesthetic / noise&sound) ?
109. I would just like to share my opinion on the HSR project that is slated to go through Morga Hill. I believe we should fight this at all costs. It will do nothing more than creat an eyesore for our community, add to the noise pollution and possible loss of businesses depending on what plan is chosen. This bad for Morgan Hill. There is no question about it.
110. As a resident that moved to Morgan Hill to get away from the San Jose rat race, I would prefer that the HSR not go through the town - especially not near downtown. From our house, about a quarter of a mile away, the horns from the trains currently running through the downtown are too loud. We don't need any more. It should be kept away from residential areas or very close to 101. [NAME REMOVED]
111. Please fight the High Speed Rail coming through Morgan Hill. It will be an eyesore and detract so much from the beauty of our community. Please keep it out of our area!
112. Option 1 & 2, and any option that proposes the HSR to go through downtown, or near downtown, Morgan Hill is outrageous and unfathomable that it is even being considered. The disruption of the city will be huge, from dividing visually with ugly big rail, but also the noise and disturbance it'll cause. Doesn't matter what they do/build, if it is that close to downtown it will kill Morgan Hill. I urge the city to do what it takes to make sure the HSR does NOT GO THROUGH DOWNTOWN MORGAN HILL. Thank you. / Concerned resident
113. If Option 4 (West of 101) is chosen then it will forever limit the addition of lanes to South bound 101 from Cochrane Rd. With all the building being done 101 is getting very backed up and we will need another lane on 101 eventually.

## City of Morgan Hill High Speed Rail Comments Received Thru 11/16/16 via

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

114. Please tell the HSR that we are a very small town and any of the routes would devastate our economy. They need to run it underground. Why should our town suffer because they want to go with the cheapest option.
115. Hello, I prefer Option 4: Along the west side of 101 for HSR through MH.
116. East of 101 please! Will the HSR have set hours of operation? Set quiet hours?
117. Put it near the freeway, not downtown.
118. Regarding the HSR, while Option 4 is not ideal it appears to be the least disruptive for the City. I am in favor of Option 4 as a resident on the east side of the UP tracks.
119. Option 3 as discussed in the news article on the east side of 101 makes the most sense, if you have to divert it away from the train line, there aren't as many homes over there. Option 2 (the monorail) would make the absolute most sense.
120. After reading the possible proposed locations, Option 4 is the least objectionable . Please encourage HSR authority to select this option. [NAME REMOVED]
121. We would support Option 3, the HSR on the east side of Hwy 101 [NAME REMOVED] & [NAME REMOVED] [NUMBER REMOVED] Harding Ave San Martin [PHONE NUMBER REMOVED]
122. option 4 is best and least disruptive

**New Comments Received after 10/16/2016 Submittal to High Speed Rail**

123. My husband and I are totally against the high speed rail system proposal. We live nearby the proposed site and this would be a terrible thing for our beautiful neighborhood. Please do not let this happen. Thank you
124. Hello, My husband and I are so very upset at the prospect of the high speed rail coming to Morgan Hill, and even worse being so close to our home. This would be a devastating thing to have happen to our lovely neighborhood. I am against the high speed rail regardless of where it's placed. Please don't let this happen and let me know if I need to sign any petitions in the future. Thank you.
125. I would like to recommend option 1 as my route of choice. [NAME REMOVED]
126. Option 4! Please don't segregate our downtown and new development efforts with such an eye and ear sore.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

127. Along the east side of 101 seems to be the most logical and least disruptive route for all of the residents in Morgan Hill. The number of residences that would be disrupted, loss of property values and having a large volume of people voting against all of the incumbent council members seem to make this option the most reasonable solution.
128. After reviewing all 4 options for the HSR option 4 seems to be the only option with the least impact to our town. There does not seem to be any necessary reason to bring the rail thru town. The physical impact on downtown Morgan Hill would be huge - and the efforts of the last 10 - 20 years would be lost. Thank you
129. Dear Mr. Lang, Much to our surprise, we were reading in the Morgan Hill Times that the City of Morgan Hill is proposing to route the High Speed Railway down our street, Walnut Grove Drive. We have lived in Morgan Hill for 32 years. We own a business in Morgan Hill. Our three children attend Morgan Hill public schools. We are active in the community, church and the schools. Our current home on the corner of English Walnut Way and Walnut Grove Drive, is an investment of both pride and joy. If one was to drive by, you would never see a more beautiful white picket fence or even a more beautiful redwood fence that surrounds our home, all built with pride, by our own family. Seriously, take a drive by. Our children came home from the hospital at birth to this home. We love it and intended to stay here forever. We are so disheartened to hear that the city which we have supported for so long is just ready to abolish our neighborhood and discount us so easily. We have done our research and there are other options, not only for the HSR but for the city of Morgan Hill. This project has been in the works since 2000. How can the City continue to grant permits for building along the current railway when this has been one of the proposed routes and without this decision being finalized? If this wasn't a serious option, why did you wait until we were so invested in our properties? Furthermore, don't we as community members deserve to be notified by you when proposing this route rather than reading it in the newspaper? Although you have stated otherwise, there are other options. Take it over the Altamont as initially proposed. We don't want/need it here in Morgan Hill. It has absolutely no financial benefits to our town unless you are gaining something by helping with the acquisition with eminent domain. Having it run alongside the current railway (yes, behind downtown) is a viable option. It is the straightest path to continue from San Jose to Gilroy. A straight path will decrease the time the railway takes to get from one point to another. I have heard that the UPR owns this and is not willing to give it up. Both parties (MH and HSR ) can take their property through eminent domain rather than taking from your community members. Having a "wall" between the railway and the downtown area would not be obtrusive. The wall would actually be a welcome sound barrier and would not even be seen by so many since you have allowed all the Butterfield development There would still be the four main streets to the downtown area. People and businesses that live in this area, moved there and setup shop there, already knowing that a railway existed.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

Another viable option is the East 101 alignment. There are not homes along this route. It is straight. More costly? That doesn't really seem to be an issue apparently since the project costs have grown from 9.95 Billion to the current 68 Billion. A county park in the way? No one lives in this park 24 hours a day, 7 days a week We do. We love our home. We love our community. Even if our home is not a abolished, the property value will plummet. Please, please, reconsider and show you care about the people in your community. You do have a choice.  
Sincerely,[NAME REMOVED] and [NAME REMOVED]

130. Astonished! Outraged!! This will completely destroyed the beautiful neighborhood. Why not align it along the existing railroad which is already an environmental hazard, instead of opening a new one to harass more residents?!
131. how do we find out the route options the HSR is considering and how do we weigh in on decision. Morgan Hill Times indicated there was a form on City site. [EMAIL REMOVED] Why haven't we received anything via mail regarding routes?
132. Downtown. NOT EAST OF 101.
133. My preference – Yellow (downtown) along existing railroad tracks. Not East of 101 – I don't want it near my neighborhood – don't want it at all!
134. The news of the routes seems like it wasn't widely publicized. I'm just finding out about this. These routes would greatly affect property values in the area and I don't feel the public has been given enough heads up or outreach about this. If our houses are bought at "fair market value" by the state, what's the formula? Is it based on after our property values drop? Did the City Council intentionally build up downtown to avoid the destruction of downtown and force it on other neighborhoods? Once the route is announced, property values will surely decrease and it will become impossible to sell my home and I'll be forced to take the State's offer. Which feels like a losing proposition to me. I can no longer pass down the house to my children, and I can't make a good profit on the house. I'm very disappointed in the route choices and the effect it will have on Morgan Hill. After living here 12 years, I've witnessed a school board try to destroy Charter School, and now I'm witnessing the potential destruction of my property for a train I'll never ride. What reason do I have to stay in this town?
135. 1st choice: No HSR at all 2nd choice: at grade level on existing track 3rd choice: along Westside if 101 Question: Why does the City support this project at all. It has no benefit to our community at all. Other cities where successful to fight the HSR. This project will devide MH no matter where the tracks are running.
136. Hi there, My wife and I purchased our first home last year, in the Torreon Community in Morgan Hill - a community that would be directly affected should the Morgan Hill "preferred"



<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

West 101 route be chosen by the HSR Authority. We lived in San Jose for over 10 years, working very hard and making many sacrifices to save and purchase our home. While we now both have long commutes to Sunnyvale and Los Gatos for work, we have always felt it was worth it. We have really loved our move to Morgan Hill and had hoped for a long future here. We were intending to start a family soon. The HSR threatens everything we worked so hard and hoped for. I'm absolutely terrified of what could happen to my home's property value should the West 101 proposal actually be the selected route. While going through the purchase process last year, at no time was this possibility ever disclosed to us. And more disturbing, I've since learned that this route proposal has been around since 2010-11. I absolutely feel this should have been disclosed to us - we likely wouldn't have purchased our home and would have waited on another. In fact, we actually passed on homes in several new neighborhoods due to their close proximity to the tracks that run through Morgan Hill. More disturbing is that our HOA has yet to have a discussion on this topic. I'm not sure that a whole lot of the folks here even realize this is an issue. Why hasn't anything been communicated to us by the HSR or city via email or even a simple mailer? I'm seriously considering putting our home up for sale here in the coming weeks. I just can't risk losing so badly in a housing market that's already so impossible for most. I hope that you can give this issue the attention it deserves going forward. We never intended to live near train tracks, nor have our a future we worked so hard for destroyed by losing so badly on our home. Thanks for listening, [NAME REMOVED] [PHONE REMOVED] [EMAIL REMOVED]

137. Preferred route - west of 101, downtown. Monterey Road. Have heard that developers bought land downtown so property is too expensive for HSR. Don't understand why the city allowed this, seems City would prefer residents of Morgan Hill be displaced

138. How many trains an hour are going to be scheduled?

139. The proposal to run the HSR straight through downtown would break up the community of Morgan Hill into a West and East Side. The city would no longer be a small city with the huge railroad running through downtown. It would significantly add to the noise in downtown. The HSR does not belong downtown, put it next to the 101 freeway

140. I am against option 4. I prefer option 3 and option 1. Really, I prefer it not come thru Morgan hill at all.

141. Bringing the rail through center of Morgan Hill will divide the community to two sides of track. As crime is mostly on south side, you can project the outcome. I feel the train should happen but is there some location on other side of Anderson? Or going outside of city limits on north side of town? Just because there is rail right of way, it should not be extended to the HSR. Do not allow this project destroy the emerging community of Morgan Hill

142. Do any of you city council members live close to the proposed area like us!

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

143. Not only do I not want the HSR project to come anywhere near Morgan Hill, I wish they would run in into the ocean and let it sink. My prediction is that it will become a way for the politicians in Sacramento to get a ride to LA at tax payers expense. It will be no different than Amtrak, that will be subsidized by the government and paid for by the taxpayer. [NAME REMOVED]
144. There is NO BENEFIT to Morgan Hill from HSR going through it on ANY alignment. The train does not stop here. Why will we agree to an HSR that requires commuters to drive to the train access?

**New Comments Received after 10/24/2016 Submittal to High Speed Rail**

145. I believe no route through Morgan Hill that impacts businesses or residents is acceptable. If rejecting HSR outright is not an option, keeping the line nearest the existing train line is the best solution. I also feel this hasn't been communicated effectively. I can be contacted at [PHONE REMOVED].
146. Please be considerate about how the HSR line will divide the community in to two. Option 3 and 4 would have less impact in that regards because 101 already exists
147. I vote for option 4 -- HSR along west side of Hwy. 101. Most important is to keep it away from Monterey Hwy.
148. I would opt for 101 route as it minimize from splitting the town in half
149. Avoid the HSR route that will pass through downtown Morgan Hill. My first route option is "Along the west side of 101". My alternate route option is "Along the east side of 101". The HSR must preserve wildlife and provide safe passage. Consider the accumulative noise impact when HSR is added to the environment (Including: All train noise, Traffic, FAA NextGen) Noise complaints have increased significantly when San Francisco and Mineta San Jose international airports adopted new flight paths mandated by the FAA as part of an ongoing national program, NextGen. The program is designed to modernize airspace and accommodate increased demand. The regulations established tighter flight paths that save airlines fuel but require that planes fly at lower altitudes over metropolitan areas, such as Santa Cruz, Los Altos, Palo Alto, Coyote Valley, and Morgan Hill
150. Dear City Council,
- I am writing in hopes that you will receive this before today's meeting with HRS. My address is [NUMBER REMOVED] English Walnut Way. I want to be clear that I oppose the HSR coming through Morgan Hill. It offers no benefit to our community and can only hurt the residence that live here.
- I am asking myself what public good this project serves? The only arguments I have heard for the HSR is that it would be good for the environment and that people who have ridden similar trains in Europe think it would be a "cool" thing to have. Firstly let me address the environmental side of this.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

Constructing the train through farms and residential community will create major environmental upheavals. It is being funded in part from CAP and Trade. This ensures that any emissions savings created by the train will be counter pointed by whomever purchase the right to pollute more. Air is not local and the environment is not helped by allowing A to pollute more since B is polluting less. There is no way to really know how many fewer plane trips and car trips will be made due to the Trains existence. I would argue that the numbers are quite small and that is why no private investors have jumped on board the HSR train.

Would it be "cool" to get from LA to San Francisco faster than driving? Well perhaps, but then one could always purchase the many readily available plane tickets that will get you to where you need to go faster than the HSR. I don't think that it is cool to destroy people's investments and life times of work in order to have an unnecessary trophy that does not actually provide any real measurable benefits.

At any rate, the HSR offers no help to our community specifically and guarantees actual harm. As representatives to our city, I hope you will do your absolute best to try to stop this train from being built in Morgan Hill, if that effort is doomed to failure then I would ask that one consider strongly what "Just Compensation" is. I have accidentally broken borrowed items before and happily replaced them for my friends. I replaced them at much higher costs then they were originally purchased because it was the right thing to do.

As you consider ruining neighborhoods and taking people's properties don't forget that you are hurting people in the most personal of ways. You are uprooting families from their homes, destroying unique businesses and destroying the hard earned investments of people who have chosen to live in your city and put their hearts and roots here. One should consider that cherry picking the fewest number of homes in a neighborhood and leaving the rest blighted and thereby devalued is wrong. Know that when the homeowners that are forced to leave will have to find new homes and may face a considerably larger tax basis then they were previously burdened with. This will necessarily negatively impact their way of life. Think hard about what is "just" and make decisions accordingly.

Respectfully Yours,

[NAME REMOVED]

151. HSR through the center of Morgan Hill is going to be the downfall of the community. It will destroy the housing market and drive away consumers. It will send Morgan Hill down a path that it will never be able to recover from! Keep the HSR away from downtown at all costs!

152. Please place the HSR along 101 so it does not destroy our beautiful downtown.

153. Absolutely not. It will lower our property values!

154. The brochure provided on noise has seemingly contradictory information. Point 2 on the first page states that electric high-speed trains "generate significantly less noise" compared to diesel train engines. However, the chart below shows high-speed trains generating between ~83 to 97 dBA, depending on speed, compared to 80 dBA for a diesel train. This is considerably louder than the diesel train counter to point 2. quoted above. Is something erroneous in the brochure or is there a better explanation?

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

155. Bringing the HSR through downtown Morgan Hill will ruin the aesthetics of our town to say nothing about creating havoc with traffic and every day life. There is enough room to the East to run it on the East side of 101. A concerned citizen.

156. Not on West side of MH! That wipes out my neighborhood and makes no sense. Keep it on the existing train tracks! [NAME REMOVED] [EMAIL REMOVED]

157. The High Speed Rail project is just the latest boondoggle from our tax and spend state government. Projects like this ALWAYS cost more than projected, are never built on time, and ridership is never as much as the proponents say it will be. They're lying through their teeth and they'd have to be complete idiots with no knowledge of history not to know that. Morgan Hill should just say NO to HSR.....[NAME REMOVED], Tel: [PHONE REMOVED]

#### **New Comments Received after 10/30/2016 Submittal to High Speed Rail**

158. Thank you very much for sending me this information. Now hearing all this I am upset about the facts. I hope that you are the person I should be relaying this information to. The City of Morgan Hill has promoted it as a small town environment. But along with that is the high cost of living in Morgan Hill. My family has lived many years in Morgan Hill and we purchase another home in a different part of Morgan Hill. We chose not to live by any trains or airports that would effect our quality of life. With homes in the million plus range why would the city approve the rail to be built through Morgan Hill and then change the route they preferred.

The original route was the Monterey highway along the Union Pacific Railway. It should be kept this way as homeowners have chosen to live near a railway. Why did the City of Morgan Hill allow building which would impact the High Speed Rail along the corridor. Are we being honest here with the residents who have purchased homes in the last few years promoting living in Morgan Hill but never hearing that it might impact you quality of life in the city and our property values. . I am very disappointed at the fact that it is being considered to go along 101 which would most likely effect our home values and quality of life. Changes to the original plan is not fair to homeowners who have recently purchased property and now may be hurt by the cities decisions.

In the meeting of September 27, 2016 there was a homeowner who had a petition against the High Speed Rail. How do I put my name on that petition as I am out of state at this time. The High Speed Rail has divided the town of Morgan Hill and the City should have opposed the rail going through the town in the first place. There is no value to the City of Morgan Hill to have the High Speed Rail.

I thank you again for sending me this information and would appreciate sending the information requested.

Thank you.

[NAME REMOVED]

159. Please, please don't allow this. There is absolutely no benefit to our community... And plenty disadvantages.

<http://www.morganhill.ca.gov/Forms.aspx?FID=212>

*Responses unedited. Names and Email addresses redacted.*

160. The high speed rail needs to run parallel to highway 101. The reason is to not impact the homeowners and general public in Morgan Hill. Any problems could prove catastrophic. It also increase noise and dust.

#### **New Comments Received after 11/6/2016 Submittal to High Speed Rail**

161. No to the high speed rail. NO!!!

162. I am hopeful that HSR will not be routed through Monterey Road. I feel this will disrupt the core of our town. I believe the west 101 route is the best overall option but would greatly prefer any 101 route instead of downtown.

163. Where can I see maps of the proposed routes through Morgan Hill?

164. I prefer the route that would follow Hwy 101 on the east side. 2nd choice following 101 on the west side.

165. Where is the link to view - A draft list of questions to be considered for submission to the HSR Authority? [NAME REMOVED] at [EMAIL REMOVED]

166. I believe that good transit connections to high speed rail are important to its success. Measure B was recently passed to help fund transportation infrastructure improvements in Santa Clara County (via increased sales tax for the next 30 years). I would suggest that in a "scoping letter" to High Speed Rail, it could be very influential if you provide some examples of how Measure B funds and transportation infrastructure improvements in our area can complement high speed rail if a certain track alignment is followed (for example, close to the Caltrain right-of-way). Although current plans don't have high speed trains stopping in Morgan Hill, I think it's a long term possibility.  
- [NAME REMOVED], Gilroy, CA

167. Dear Council: In looking at the various rail route options, I feel the west side of 101 elevated viaduct will be the least disruptive to the community. Regards, [NAME REMOVED] [EMAIL REMOVED]

168. Option 4: Along the west side of 101 seems to be the least number of disruptions.

From: [The Cranes](#)  
To: [PIO](#)  
Subject: Re: Community Input Needed on High Speed Rail  
Date: Monday, November 07, 2016 8:16:44 PM

---

Your link for questions does not work. But, WE DON'T WANT HI SPEED RAIL THRU MORGAN HILL!!!!

----- Original Message -----

From: City of Morgan Hill <[pio@morganhill.ca.gov](mailto:pio@morganhill.ca.gov)>  
To: [allthecranes@netzero.com](mailto:allthecranes@netzero.com)  
Subject: Community Input Needed on High Speed Rail  
Date: Mon, 7 Nov 2016 16:42:58 -0500 (EST)

City of Morgan Hill



## Community Input Needed on High Speed Rail

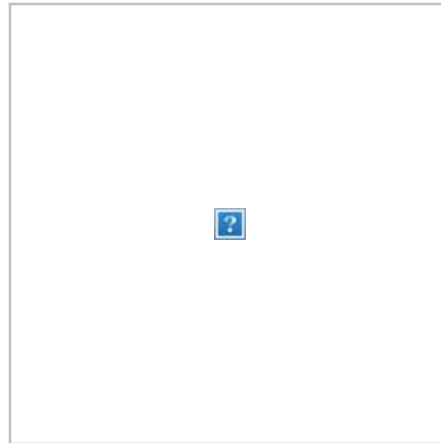
The City of Morgan Hill is seeking community input on the many questions that need to be asked of the California High Speed Rail Authority (Authority). This information will be valuable as the City Council finalizes a formal letter (scoping letter) to the Authority. Regardless of the alignment that will ultimately be decided by the Authority, there are many questions that the City Council and community must have answered prior to any decisions being made. Please provide your questions to the City [through this link](#).

---

### Background

The California High Speed Rail (HSR) system is a State of California project that will connect the San Francisco Bay Area to

Los Angeles (eventually from Sacramento to San Diego) with a train system that will run at speeds of over 200 miles per hour. The project envisions train stations in the cities of Gilroy and San Jose. The California HSR is currently considering the following alternatives through Morgan Hill:



1. At grade, on a berm, along Monterey Road or adjacent (on the east side) of the Union Pacific Rail Road (UPRR) tracks
2. Elevated, in a viaduct, along Monterey Road or adjacent (on the east side) of the UPRR
3. Elevated in a viaduct alongside the west side of Highway 101
4. Elevated in a viaduct alongside the east side of Highway 101

The High Speed Rail project is managed by the California High Speed Rail Authority, which is an independent public agency created by the state. The Authority is responsible for the planning, design, construction, and operation of the High Speed Rail project. The City of Morgan Hill has no legal authority to determine the future of the project. As a result, the City is working with the Authority to influence the project so that it minimizes impacts on the community while developing the best project through/around Morgan Hill. However, the Authority will ultimately determine all aspects of the project, including what alignment is selected through Morgan Hill and how the project is constructed.

For more information on the High Speed Rail Project, please [visit the project page](#) on the City of Morgan Hill's website.

---

## November 16th City Council Meeting

The Authority plans to choose a "preferred alignment" through Morgan Hill by Spring 2017. At the **November 16, 2016 City Council meeting**, we will discuss issues and questions that should be addressed in the "Scoping Letter" that the City plans to submit to the Authority as part of the environmental review document. This regularly scheduled meeting will begin at 7:00 p.m. at the City Council Chamber, located at 17555 Peak Avenue.

The purpose of the letter is to highlight issues that should be studied during the environmental review process of the High Speed Rail project. A draft list of questions to be considered for submission to the Authority regarding the project are included on the [City's website](#) and the community is encouraged to [provide additional ones](#) for consideration at the Council meeting.

Thank you for your interest in this significant project and we look forward to your

input.

[Forward this email](#)



City of Morgan Hill | 17575 Peak Avenue | Morgan Hill | CA | 95037



From: [It's me, Connie!](#)  
To: [PIO](#)  
Subject: RE: Facts on Measure S  
Date: Friday, November 04, 2016 12:41:59 AM

---

I keep hearing south county residents (new to the area during the past year) comment that they were not informed by their Realtors about the potential for plummeting housing values and a divided community caused by HSR.

And with all the development, there are so many others who will be affected by this. Why aren't MH realtors, Chamber of Commerce, and MH City providing this info? Connie Ludewig

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: City of Morgan Hill <[pio@morganhill.ca.gov](mailto:pio@morganhill.ca.gov)>  
Date: 11/3/16 11:37 PM (GMT+01:00)  
To: [cludewigs2@sbcglobal.net](mailto:cludewigs2@sbcglobal.net)  
Subject: Facts on Measure S

[City of Morgan Hill](#)



## Measure S Facts

Residential Development Control System Extension

---

The fact sheet included in the link below is intended to provide factual information from the City about extending and amending the City's development control ordinance, which would otherwise expire in 2020, to 2035. In general, it restricts development through a

competitive bidding system, requires water conservation, requires preservation of open space, and includes provisions designed to preserve city character.

**Measure S:**

- Slows Annual Growth Rate
- Creates Population Ceiling
- Limits Extensions
- Adds Requirements for Urban Service Area (USA) Expansion

To view the full fact sheet on Measure S, [click here](#).

---

[Forward this email](#)



City of Morgan Hill | 17575 Peak Avenue | Morgan Hill | CA | 95037