



DEVELOPMENT SERVICES CENTER

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October 1, 2021

Boris Lipkin, Northern California Regional Director
Audrey Van, Deputy Project Manager of San Jose to Merced
California High Speed Rail Authority
100 Paseo De San Antonio, #206
San Jose, CA 95113

RE: CHSRA's Environmental Justice Analysis: San Jose to Merced (as of July 2021)

Dear Mr. Lipkin,

We would like to thank the Authority for the opportunity to review the proposed preliminary measures that would address adverse effects on minority populations or low-income populations within Morgan Hill. The Authority's documents identify nine (9) types of effects that may have impacts and analyzed those effects for each Alternative. The effects are ranked in level of significance from disproportionately high and adverse effects (DHAE) to potential effects not considered high or adverse. The Authority identified a DHAE for Operational Traffic effects for Alternative 4 but did not propose a measure to alleviate the adverse effect. This is a major concern for the City and we would like the Authority to consider our comments and proposed measures to assist in offsetting the adverse impacts discussed in the next few paragraphs.

CHSRA'S POTENTIAL EFFECTS PRESENTATION

Potential Community Improvements

In addition to the improvements proposed for each alternative shown on slide 17, the City previously discussed incorporation of infrastructure along the rail right-of-way that would provide "purple pipe" or recycled water opportunities to support water conservation. The City also discussed inclusion of telecommunication conduits to provide internet access to those within the mapped community of concern area. The city does not agree that the Alternative 4 proposed mitigation for *noise insulation for certain residences along 101 helps offset residual project noise effects* for the alignment within the UPRR right-of-way tracks.

Preliminary Conclusions in Morgan Hill

While the chart on slide 15 indicates Alternative 4 has DHAE level Operational Noise and Operational Traffic effects, slide 18 is contractionary in stating Alternative 4 does not have DHAE effects. The City agrees that there is a DHAE effect related to Operational Noise and Operational

Traffic effects and is concerned that the Authority has not addressed the adverse Operational Traffic effects. Alternative 4 is located within the sphere of the community of concern and without grade separations will have safety implications such as impacts to emergency response times caused by traffic delay or road closures. Alternative 4 requires modifications to the Caltrain Station access and replacement of the pedestrian at grade crossing to a pedestrian underpass. We request the Authority work with the City, VTA, and Caltrain on the preparation of a master plan for the Morgan Hill train station access and pedestrian underpass in addition to providing grade separations at Tilton Avenue, East Dunne Avenue, and Tennant Avenue if Alternative 4 is selected for implementation. **In an effort to alleviate the disproportionately high and adverse effects (DHAE) to Operational Traffic effects on Alternative 4, the City is proposing NEPA Environmental Justice Analysis include a measure for funding a 30% design for a master plan of the pedestrian underpass and train station and grade separations at Tilton Avenue, East Dunne Avenue, and Tennant Avenue.**

We would like to thank you for your consideration of these comments and concerns. We appreciate the HSR staff's willingness to clarify the project design and objectives, and to discuss and resolve issues to achieve a project that completes the HSR Authority's mandate while minimizing impacts on the communities that will have to co-exist with the operating rail system long-term.

Sincerely,



Christina Turner
City Manager
City of Morgan Hill

cc: City Attorney
Mayor
City Council