

We Can Do Better

High Speed Rail and Gilroy/Morgan Hill

No Station on Westside—More traffic



High Speed Rail is an example of the promises of California and the sheer incompetency of Democratic implementation management. Contrast the work done on HSR in the central valley vs. Central Pacific's building of the Sierra Nevada crossing starting in 1865. The Central Pacific was 690 miles vs. the current HSR 119 miles in the central valley. The Central Pacific was built and operational in 4 years. HSR started construction in 2013 and anticipates running trains in 2027—14 years. And compare the Central Valley with the Sierra Nevada. And let's not think about pick axes vs. Caterpillar World. Does it get built is still an open question.

If you reside in Hollister, Gilroy, and Morgan Hill the lack of a station at Santa Nella—I 5 and Highway 33 at the San Luis Reservoir is detrimental to your access to Highway 101. Not having a station forces a large number of commuters from Newman South to Los Banos to continue driving where rail, if built could have a significant benefit in commute times. It also reduces the volume of traffic on 101, which impacts the more local commute.

Why no station in Santa Nella? Environmentalists in the 0's did not want to encourage development in that part of the Central Valley. Well, that train has left the station. Housing differential costs in the Central Valley vs. the Bay Area are magnitudes different and offer the only hope to large number of workers for a single-family house.

Lets put a station there because it is an environmental imperative by reducing traffic from this area. Whether HSR ever gets built is a major question but if does, lets not short change our area on outdated thinking.

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