

Comment Letter I118 Continued

3.2 Interpretation of Positions on Altamont Pass vs. Pacheco Pass Debate

The most significant piece of information found is not whether or not these organizations support the utilization of the Pacheco or Altamont Pass, but rather the fact that the overwhelming majority agree that there should have been further analysis done on the Altamont Pass. In fact, not a single organization has argued that the Altamont Pass does not need to be considered further (Table 3-2). Additionally, all ten of the environmental and transit advocacy groups examined believe that the Draft EIR/EIS should have studied the possible corridor alignment more thoroughly.

Table 3-2: Organizations' Preferences for Corridor vs. Further Analysis

		Corridor Preference		
		Altamont	Pacheco	No Formal Preference
Further Analysis in EIR/EIS	Yes	8	2	5
	No			
	No Comment	1	3	

There are also two kinds of supporters that emerged for the Pacheco Pass. The first group feels so strongly that the Diablo Pass would cause extreme environmental damage to Henry Coc State Park that they are in support of the only other alternative; the Pacheco Pass. However, it is important to note that even these groups believe further analysis should be done for the Altamont Pass. Then there are the organizations whose primary concern is serving the San Jose region. The Bay Area Air Quality Management District and its "sister-planning agency," the Metropolitan Transportation Commission, both support the Pacheco Pass as the best means to meet the increasing population and job growth in the Silicon Valley; however, neither agency has voiced support for researching the option of the Altamont Pass option.

3.3 Conclusions

There are several different reasons organizations give to support why they believe the Altamont Pass should have received more analysis in the Draft EIR/EIS. Several groups believe that the California High-Speed Rail Authority is in violation of California Environmental Quality Act (CEQA) laws, which require the proper studying of all viable alternatives. Organizations also note that the Altamont Pass would have greater ridership potential, as it would enter a more densely populated area including potential station locations at Tracy, Livermore, and Pleasanton. In contrast, the Pacheco Pass would pass through potential station locations in Los Banos and Gilroy, prompting environmental concerns of agricultural land consumption and induced growth / sprawl in these low-density cities. Another environmental concern is the growing congestion on Interstates 80, 580, and 680. Because the Altamont Pass would offer a significantly shorter travel time for those traveling between Sacramento and San Francisco, many argue that this route option would help alleviate vehicle miles traveled and the associated air pollution.

4. CONCLUSIONS

It is as important to examine the reasons why the High-Speed Rail Authority felt it was necessary to remove the Altamont Pass as a possible corridor option from the Draft EIR/EIS as it is to summarize the debate surrounding this, so that a comprehensive and accurate assessment of the HSRA's controversial decision can be made. While there are claims that the Altamont Pass does not meet the criteria for connectivity / accessibility, ridership / revenue, and the environment, this report has demonstrated that these assertions will remain refutable until further study is done on this corridor. Additionally, that the public has become so vocal about making sure the Altamont Pass is included in the Final EIR/EIS may be reason alone for the HSRA to reconsider their decision. If no consideration is given to studying the Altamont Pass in greater depth, there could easily be lawsuits filed over the violation of CEQA codes, as several organizations have already noted.

Perhaps it would make a great deal more sense for the HSRA to support the Pacheco Pass option if the Altamont was given proper analysis first. The public might see their argument in a better light as to why the Altamont Pass would not serve the high-speed train's purpose. Not providing enough information on an issue while disregarding it as impractical does not build credibility. Realistically, the HSRA will have the final say on the project's design, so it makes sense for them to do the proper analysis before making a final decision. Even if after the analysis they maintain their preference for the Pacheco Pass, public attacks on their planning insufficiencies might subside. Of course, it is just as likely that even with suitable studies on the Altamont Pass some organizations may still remain unhappy with a decision for the Pacheco Pass and continue to advocate for the Altamont corridor until the very end.

How much good does all this debating actually do? With California's system of planning, the responsibility of monitoring actions often lies in the hands of the general public. The people will continue to hold any agency accountable for their planning process in order to be sure that laws are being upheld, and that the needs of the people and the environment are being met. Without public rhetoric on controversial planning efforts, perhaps we would be subject to a much greater degree of inadequate infrastructure projects.

I118-1 cont.

I118-1 cont.

Comment Letter I118 Continued

APPENDIX

- a. Patrick Moore, Chair, High-Speed Rail Watch Committee
 - i. They are firmly opposed not only to a rail route that would go through Coe Park, but one that avoids the Altamont altogether. In their presentation before council, they showed two photographs, taken at about the same time of day, along the Pacheco Pass' Highway 152 and Interstate 580 that connects the Central Valley to the Tri-Valley cities of Livermore, Pleasanton and Dublin via the Altamont Pass. The I-580 route had nearly three times as many cars as along Pacheco Pass.¹⁶
 - ii. "The Altamont should never have been dropped. There are '10 times' more people in that part of the Bay Area."¹⁶
 - iii. "NEPA guidelines require that a project must contain all feasible alternatives for consideration. Throughout the DEIR, the California High-Speed Rail Authority (CHSRA) fails to support its conclusions regarding project impacts with appropriate analysis and provides little supporting evidence and documentation. Locally, the best example of these problems is the exclusion of the heavily-populated Altamont Pass (I-580 corridor) option from the environmental review process."^{15a}
 - iv. "The DEIR is supposed to be providing that environmental information to the public and the CHSRA Board so an informed decision can be made by all interested parties. Unfortunately, the DEIR fails in this task. Because of this failure, the HSR Watch Committee is reluctantly forced to recommend that the DEIR be revised and recirculated for another public comment cycle prior to any bonding vote."^{15a}
- b. Mellissa Hippard, Chapter Director, Loma Prieta Sierra Club
 - i. Hippard notes that the Altamont Pass was considered by the HSR Commission's report in 1996 as the preferred alternative. It meets important criteria, especially maximizing the use of existing transportation corridors and rights-of-way. It also serves the Sacramento area more efficiently than the Pacheco Pass option, by about 45 minutes. It is the least likely to induce sprawl. The HSRA had no legal authority to drop this option from the process when they did.¹⁸
- c. Alan Miller, Executive Director, Train Riders Association of California
 - i. Organization supports high-speed rail, but not the exclusion of the Altamont alignment into the Bay Area.¹⁷

I118-1
cont.

- ii. "We want it built, but we want it built right the first time. On a project this expensive you can't go back and do it over."^{17a}
- d. Eddy Moore, Senior Project Manger, Planning and Conservation League Foundation
 - i. Moore explains some positive reasons for fully studying Altamont include: (1) Approximately 1 million more people live along this route, so it will serve existing population and development, rather than creating new sprawl in the Los Banos/Merced County area, and (2) Altamont would serve the East Bay, Modesto, Stockton, and Tracy in PHASE ONE of the project. The other alignments would not serve these areas until the distant future, when a possible phase two is added. The connection to Sacramento, which adds a great deal of ridership / revenue would be easier to build from a phase one Altamont system.¹⁹
 - ii. The position of this organization is that the state must first study each route and compare the outcomes for transportation and for the environment. Then, as CEQA intends, the public can make a fully informed decision.¹⁹
- e. Christopher Cabaldon, Chair of the Board of Directors, Sacramento Area Council of Governments
 - i. "The SACOG Board joins those asking for a re-evaluation of the Altamont corridor because of its potential benefits of creating a quick and direct connection between Sacramento and Bay Areas. We believe that the ridership potential in the Sacramento area may have been underestimated by CHSRA's consultants and the Board would urge that the ridership projections be re-evaluated."^{20a}
 - ii. "Upon further study, if the Altamont option is infeasible, the SACOG Board would urge adoption of the Diablo Range Direct alternative."^{20a}
- f. Advocates for Coe Park
 - i. They believe the High-speed Rail Authority has broken state environmental laws by not including a study of the once-favored Altamont Pass alternative in the project EIR. The Advocates, however, endorse a Pacheco Pass route.¹³
- g. Roger Dickinson, District One Supervisor, Sacramento County
 - i. Dickinson strongly favors the Altamont Pass alignment, based on the information he has received, in order to provide the best connection possible between the Sacramento region and the Bay Area. Currently, the Sacramento-Bay Area corridor is the third most heavily used in the United

I118-1
cont.

Comment Letter I118 Continued

States. He advocates that the HSRA should plan high speed rail to take advantage of that fact and the even greater potential.²³

- h. Scott Haggerty, Supervisor, Alameda County
 - i. Haggerty failed to convince his colleagues on the Metropolitan Transportation Commission to urge a full study of the Altamont. He thinks the trains would ease congestion on I-580.²²
- i. Rudy Trevino, Mayor, City of Atwater
 - i. Trevino questions why the rail authority reversed findings of its predecessor agency, which concluded the Altamont route was best. He has also stated that he would be a vocal ally for the Altamont Pass, even if the results don't change²²
- j. Darrell Steinberg, D-Sacramento, California State Assembly Member
 - i. Steinberg said the Altamont route would cut the travel time between Sacramento and the Bay Area, serve a bigger population, possibly have less of an environmental impact than the routes to the south, and could save as much as \$2 billion under consideration by the authority.¹⁴
 - ii. Steinberg has also urged the rail authority to consider the I-580 corridor through the Altamont Pass as a possible route for the trains between the San Francisco Bay Area and the Central Valley.¹⁴
- k. Don Gage, Chair, Santa Clara Valley Transportation Authority
 - i. Gage supports the high-speed train, which might stop in his hometown of Gilroy, but he has not submitted a comment on the draft EIR.¹⁴
 - ii. "I have discussed it with some of the legislators because I would like to see it come though the Pacheco Pass route."¹⁴
- l. Larry Greene, Air Pollution Control Officer, Sacramento Metropolitan Air Quality Management District
 - i. "Dismissal of the Altamont Pass corridor alternative at this level may not be appropriate. With the countervailing forces for and against the three corridors, we believe the EIR and EIS should analyze all three of the corridors more comprehensively before dismissing any of them. We strongly recommend that the environmental documents include the Altamont Pass alternative."²¹
- m. Michael Kiesling, Director, Architecture 21

I118-1
cont.

REFERENCES

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- 3: 2004 State of the Air Report, American Lung Association. 29 April 2004.
- 4: Focus on High-Speed Rail. Metropolitan Transportation Commission. April 1999.
- 5: State of California. High-Speed Rail Authority. Building a High-Speed Train System California: Final Business Plan. June 2000.
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- 7: California High-Speed Train Program Draft EIR/EIS, Section S.4. California High-Speed Rail Authority. 27 January 2004.
- 8: California High-Speed Train Program Draft EIR/EIS, Section 2.6.8. California High-Speed Rail Authority. 27 January 2004.
- 9: California High-Speed Train Program Draft EIR/EIS, Section 2.6.9. California High-Speed Rail Authority. 27 January 2004.
- 10: California High-Speed Train Program Draft EIR/EIS, Figure 2.6-10. California High-Speed Rail Authority. 27 January 2004.
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- 14: Crowley, Peter. Bullet Train Proposal Runs into Funding Problems. Morgan Hill Times. 02 April 2004.
- 15: Moore, Patrick. High Speed Rail Watch Says DEIR Needs Revision. The Loma Prieta, July/August 2004
- 16: Los Gatos Daily News. 21 May 2004.

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- 17: Cabanatuan, Michael. San Francisco Chronicle. 06 February 2004.
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- 21: California High-Speed Train EIR/EIS Comments, Letter to California High-Speed Rail Authority, Sacramento Metropolitan Air Quality Management District, 01 August 2004.
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- 24: *Altamont Benefits*. Architecture 21. 2003.
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- 26: California High-Speed Train Program Draft EIR/EIS, Table 1.2-1. California High-Speed Rail Authority. 27 January 2004.
- 27: California Department of Transportation, Southern California Association of Governments, Kern County Council of Governments, and Metropolitan Transportation Commission
- 28: Weinstein, David. *State's Rail Could Get Local*, Palo Alto Daily News. 21 June 2004.
- 29: Bourguignon, Suzanne: Environmental Planner. Telephone Interview. 28 July 2004.



Response to Comments of Lauren Hilliard, August 24, 2004 (Letter I118)

I118-1

Please see standard response 2.18.1.



Comment Letter I119

I119

AUG 27 2004
3620 Market St., #5
San Francisco, CA 94131
August 25, 2004

Attn: California High Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 425
Sacramento, CA 95814

The document should consider a 580/680 alignment over Altamont Pass to connect the Central Valley to the Bay Area. This route would greatly reduce the cost of the project, considerably reduce travel time between Sacramento and San Francisco, and avoid the environmental damage of the currently proposed Bay Area routes. One of those more southerly routes would cause impacts from construction that would permanently damage wilderness in Henry Coe State Park; another route would cross sensitive wetlands. The final EIR/EIS should fully address alignment options.

I119-1



Lawrence Maxwell
Larmax@pacbell.net



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Lawrence Maxwell, August 27, 2004 (Letter I119)

I119-1

Please see standard response 6.3.1.



Comment Letter I120

I120

223 Donner Avenue
Livermore, CA 94551-4240

28 August 2004

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Friends:

RE: Draft EIR/EIS

I have these comments regarding the line in the Central Valley and the Bay Area:

- 1. The line should generally follow the I-5/I-580 corridor rather than US 99.
 - It is many miles shorter, lessening miles of construction and running times.
 - Many fewer grade separations would be involved.
 - Almost no environmental mitigations would be required.
 - Property acquisition should cost much less.
 - Conceivably it might fit into the I-5 median, with few new grade separations.
 - There would be fewer conflicts with rail freight service.
 - Central Valley cities could get quality passenger service on existing lines.

I120-1

- 2. Running via the Altamont Pass should be studied further, with one leg running to San Jose from Livermore and another leg via I-580, I-238, and the former SP D line to Magnolia in Oakland. Service to San Francisco could be via BART, perhaps with a short new BART line connecting a Magnolia intermodal station with the Trans-Bay tube. There would be no need now for grade separating the entire Caltrain line between Santa Clara and San Francisco; (some of it should be done eventually for BART). This would obviate costly undergrounding and local demand for the proposed transportation Taj Mahal in San Francisco.

I120-2

A line over the Altamont should be new and shorter, not following the freight railroad grades. A good interim measure is HST only to San Jose, with a BART extension to an intermodal near Greenville Road in Livermore. BART would provide quality connections to almost the entire Bay Area. This would allow service much sooner and at lower cost until funding is found for a link from the Altamont to Magnolia, a Magnolia intermodal, and a new BART line to the tube.


 Robert S. Allen
 BART Director, 1974-1988
 (925) 449-1387

Response to Comments of Robert S. Allen, August 28, 2004 (Letter I120)

I120-1

Please see standard response 2.15.1.

I120-2

Please see standard response 2.18.1.

Comment Letter I121

I121



Barry Breckling
P.O. Box 455
Morgan Hill, CA 95038

August 24, 2004

Mehdi Morshed, Executive Director
California High Speed Rail Authority
c/o 925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Draft High-Speed Train Draft Program Environmental Impact Report / Environmental
impact Statement SCH 2001042045

Dir Sir,

I am a citizen of the State of California and of Santa Clara County, and I have lived in or near the Diablo Range most of my life. I know Henry W. Coe State Park intimately and likely know as much or more about the park than any other living person. The park is an extraordinarily beautiful and valuable slice of California that is well worth protecting. I am appalled that you have proposed possible routes through the park and that you have compiled a draft EIR/EIS, even though no one from your agency has ever stepped foot into the area of the proposed routes. Although the idea of California having a High-Speed Rail system may be fine, your work to date on the plan is ill conceived, and your EIR/EIS is woefully insufficient.

Even more disturbing is the fact that you have considered routes through a state park and a state wilderness, places set aside by the State of California, with legislative action and public funds, to be protected in their natural state in perpetuity. The value of these lands as natural areas, preserved for all time, is far greater to the people of California than any value the High-Speed Rail could ever provide. Short-term advantage to people, long-term disastrous loss. You have violated the public trust by even considering placement of train tracks through a state park.

In addition to protecting a large piece of the extraordinary biodiversity of the Diablo Range, Coe Park provides protection of the area's cultural past in hundreds of archeological and historic sites. To sit quietly at a house pit constructed by a human being a thousand years ago in the Robinson Canyon can be a life-changing experience.

Henry W. Coe State Park provides for the health, inspiration, and education of the people of California by preserving a representative piece of the state's extraordinary biodiversity, protecting some of its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation. The value of Coe Park to the people of California, as the Bay Area's population increases and human development spreads, will become substantially greater with each passing year.

Mehdi Morshed
August 24, 2004
Page 2

I ask that the following be done:

- Remove all routes that go through Henry W. Coe State Park and the park's wilderness from consideration before the EIR/EIS is approved. | I121-1 cont.
- Remove the route north of the park from consideration. The area between Altamont Pass and Pacheco Pass is an intact ecosystem worthy of protecting untrammeled by development. | I121-2
- Consider the Altamont Pass as a route.
- Completely redo the EIR/EIS because it is a useless document. | I121-3

Consider what your grandchildren and their grandchildren will value. Consider how they will judge whether or not you have served the greater good.

Sincerely,

Barry Breckling

cc: Allan Rutter, Administrator, Federal Railroad Administration

I121-1

Response to Comments of Barry Breckling, August 24, 2004 (Letter I121)

I121-1

Please see standard response 6.3.1.

I121-2

Please see standard response 2.18.1

I121-3

Comment acknowledged. The co-lead agencies disagree with your assessment.

Comment Letter I122



CHEESEMANS' ECOLOGY SAFARIS
20800 Kittredge Road, Saratoga, California, 95070, USA
telephone: 408-741-5990, 800-927-5990
email: info@cheesemans.com
www.cheesemans.com

I122

Africa
Australia
South America
Central America
Whalewatching
Antarctica
Alaska
Arctic

August 27, 2004

Joseph Petrillo, Chair
California High Speed Rail Authority
925 L Street, #1425
Sacramento, CA 95814

Subject: Draft Environmental Report (DEIR)

Dear Mr. Petrillo,

It is outrageous that the Altamont Pass route for the development of high-speed rail transit is not in the planning now. That should be changed and included. It is a terrible thing to put a transit system through an undeveloped wilderness area of California that is home to our second largest state park (Henry W. Coe) or to take an off the beaten track route through the Diablo Ranges.

The Altamont Pass route would serve many more customers. It is obvious that you need to look at the whole picture and not just what San Jose wants. The costs through Pacheco Pass or through the Diablo Ranges would be much higher as well. It does not make sense to dismiss the Altamont Pass in your EIR.

The way you have it is not an incentive for businesses to invest in it, as the routes are much longer. The losses of natural lands are huge. The way you have it does not benefit Californians. It may benefit San Jose. It will not succeed unless it benefits Californians, so they will want to take it instead of flying.

Sincerely,

Gail & Doug Cheeseman
Gail & Doug Cheeseman

*P.S. Please include this letter in the Record.
Thanks very much.*

I122-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Gail and Doug Cheeseman, August 27, 2004 (Letter I122)

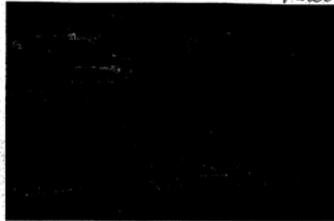
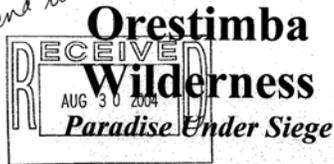
I122-1

Please see standard response 6.3.1.



Comment Letter I123

Don't send the train through Henry Coe I123
 send it over the Pacheco Pass, please! Thank you, Kaci Elden



Hollister
 Ct.
 95028
 901 EL
 7020 DR.

The Orestimba wilderness¹ represents a small portion of California as it once was, long before the impact of modern history. It knows nothing of "progress" or "development," and what there was of human activity here was gentle on the land.

In 1975 the people of California, recognizing that what once was a vast wilderness had all but disappeared, resolved to protect some of the remaining remnants by passing the California Wilderness Act². In 1985 this area was officially classified as a Wilderness Area³, the highest level of protection afforded to land by the people of California. Today the seasons pass as they have for thousands of years. Humans are only sojourners here, and nature rules the land.

This wilderness was named for ores⁴, the bear, in the language of the long vanished indigenous inhabitants. Not the black bear of the Sierra that we know today, but the great bear of California, the grizzly, whose presence haunted the Diablo Range until the late 1800's.

The first human inhabitants, the Indians, made their homes in favorable places in the Orestimba, in sheltered areas near the resources needed to sustain life. They planted seeds of red bud⁵ obtained from the Miwok traders who had come from the east, and watched the seeds flourish into plants whose fibers the women used in their basketry. The men cherished the fragments of obsidian that were also brought by the traders and carefully worked these precious bits of stone into spearheads and arrow-points. Indian time

moved in a circle, round as the moon by which they marked the changing seasons, round as the sun they worshipped, the shape of their homes, and the times for food gathering: seeds, roots, berries, and acorns, each harvested and savored in turn.

A time would come when the Indians would be visited by people who did not see time as a circle; a people whose world was linear, a world with a beginning and an end. These strangers came from the east, from the place where the canyon narrows before dropping into the valley beyond; the place we now know as the Orestimba Narrows⁶. The Spaniards were like no men the Indians had ever seen. They had light skin and light eyes, and they wore clothing of wonderful texture and color and were astride large, four legged beasts. They spoke in a language the Indians did not understand, but they were enchanted by the mysterious rituals and the gifts of glass beads. The Indians followed the Spaniards into another world; a linear world with a beginning and an end.

So for a time, the Orestimba was empty of a human presence, and was once again home only to the badger, deer and elk, and to the great grizzly bear for which it was named. One evening there appeared from the east, from the place where the canyon narrows before dropping into the valley beyond, a group of men on horseback driving a large herd of horses. They were bearded, and their clothing was dirty, as if they had been a long time from home. Their leader, a man of light complexion, rode a magnificent horse whose saddle and bridle

glistened with silver. In time, his name, Joaquin Murrieta⁷, would be infamous throughout California. These men cut manzanita brush with machetes, constructed a large corral, and drove the horses inside. To conceal their presence, the men made no fire that night, and ate only cold food from their saddlebags. When darkness came, they rolled up in their serapes and slept on the ground. At dawn they and their horses were gone; but they would reappear on occasion for the next several years. Their behavior never varied, and they were always gone by dawn.



Some years passed, and again from the east there appeared a solitary man accompanied by several dogs, driving a herd of sheep. He camped for the night by the stream, and the dogs watched over the sheep while he slept. Fortunately neither grizzly nor coyote appeared in the night to disturb the shepherd or his flock. When morning came, the sheep cropped most of the grass in the area, and by mid-day, the shepherd and his charges had moved on.

Shortly after, a lone man appeared riding a mule and leading another that was laden with tools and camping gear. The man explored the rocky outcrops on the hillsides above the stream, and where the prospect seemed promising he marked his claim by twisting the branches of a nearby canyon oak vertically⁸. He spent some days, digging, breaking rock, analyzing the samples, and then he, too, moved on.

In 1873 a man came to stay. Eli Robison and his bride were from Hill's Ferry, a small community in the San Joaquin Valley to the east. He brought with him his brothers and his friends. Together they built a home of adobe bricks along the banks of the stream. They also built a barn with sawn

lumber and a corral for his horses⁹. They drove a herd of cattle up from the valley to the east and mules carrying a table, chairs and a bed-frame. Because Eli was the first homesteader, the early map-makers called the canyon, the stream, and the largest hill in the area by his name, Robison¹⁰.

Eli and his wife¹¹ were the first, but others would soon follow; more homesteaders, seeking some land of their own, their own bit of Eden. Most would stay only a short while, defeated by the summer heat and the winter cold, the uncertain water supply, and by the ever present threat of the great bear, ores.

In time, even the great bear would be gone from the stream and the country that carries his name. Eli Robison would move on, but other ranchers would follow. Their cattle and horses would prosper, but it was a hard life for the ranchers and their families who lived lonely and isolated, far from the companionship of neighbors and the advantages of town.

In 1981 the land was purchased by the State¹² and became a major addition to Henry W. Coe State Park. Here park visitors would find peace for

Comment Letter I123 Continued



their souls in a place far away from the stresses and haste of their everyday world, and they would see a bit of California as it was when the Indians made the Orestimba their home.

Wilderness cannot be manufactured by human hands. What little remains will never grow any larger; it can only be reduced in size until tiny pieces remain that have no value for the natural world. The whole is, indeed, greater than the sum of its parts. The Orestimba wilderness represents twenty five percent of the preserved state wildernesses in Northern California. If the Orestimba Wilderness Area is bisected by the high-speed train, the wilderness will cease to exist¹³. It will no longer be a unique portion of untrammeled California, and like the great bear for which it was named, it will be forever extinct.

This is the human story of the Orestimba. Who will write the next chapter? We are about to test the meaning of "preservation and protection in their natural condition" in the California Wilderness Act. Will the Orestimba remain a place of tranquility and peace, or will the

3

murmuring stream, the silent rocks and hillsides be reshaped by earth moving equipment into smooth, terraced slopes; to be forever shattered by the scream of the bullet trains, rising up from the east every 20 minutes, from the place where the canyon used to narrow before it dropped to the valley beyond?

**Teddy Goodrich
Historian, Pine Ridge Association**

This article was written to alert each of you to the threat to the Orestimba Wilderness. I encourage you to make your voice heard in defense of this precious heritage.

©March 2004, Pine Ridge Association

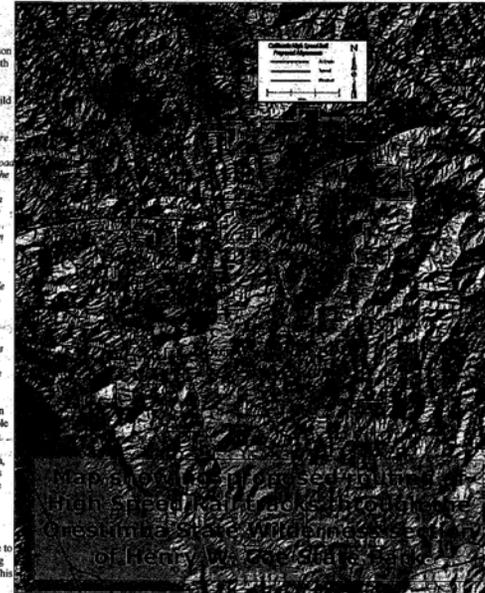
Don't send the train through Henry Coe! Send it over the Pacheco Pass, please.

Thank You.

Kaci Elder
Hollister, CA 95023

I123-1

1. The official State name for the area is "Henry W. Coe State Wilderness". However, it is shown on maps as, and commonly called, the Orestimba Wilderness.
2. The Wilderness Act, California Public Resource Code §§5093.30 through 5093.40, directs State Agencies to review State property with the intent of identifying roadless areas that might be suitable for preservation as wilderness.
3. The Henry W. Coe General Plan, after public review and comment, was approved by the California State Park and Recreation Commission on May 10, 1985. Pursuant to the California Wilderness Act, lands within the park were reviewed during the General Plan process to determine what parts, if any, should be classified as State Wilderness. The area now known as the Orestimba Wilderness was officially classified as such by approval of the General Plan. See page 57 of the Henry W. Coe General Plan.
4. Ores means bear in the language of the Ohlone. The meaning of "timber" has been lost. The earliest written version appears in Father Viader's 1810 diary *Orestimba*. Other versions include *Horestimba* on an 1843 disello of Rancho del Puerto and *Orestinoc* on the disello of the Orestimba land grant of 1844. Local old timers call it *Orris Timbers*.
5. Red bad grows along Robinson Creek in the Orestimba, far south of its normal distribution. The Indians may have deliberately cultivated it here, as they did wild tobacco.
6. "These narrows were cut more than 300 feet deep and at the bottom are so narrow that no road has been built (1975) through the Narrows in the Orestimba... While describing the Orestimba Narrows, a San Joaquin Valley pioneer, A.D. Davenport, was sitting in his living room. When asked how wide was the Orestimba Narrows, he looked around his chair and said, 'Oh, about as wide as this room.' We were riding in our Hudson car, when another pioneer, Billy Newsome, was asked the same question. He looked around himself and answered, 'about as wide as this car.'" Latta, Frank - *Handbook of the Yokuts Indians*, page 128.
7. Joaquin Murrieta and his men rounded up stray horses and stole others, driving them up into the hills by way of the various drainages to the east, Orestimba, Carzas, Quinto, etc. He and his gang drove the horses down the crest of the Diablo Range to Mexico, where the horses were sold.
8. It was once common practice to mark mineral claims by twisting the branches of a nearby tree. This old twisted tree is the only remaining evidence of the presence of this unknown miner.
9. "I built my house and established my residence on the land in the fall of 1873. I have a house 46 by 16 feet, a barn 44 by 16 feet, one and one half miles of brush and pole fence - An orchard of 50 fruit trees pure bearing - a cattle corral - I have set out 6 grape vines & 25 bearing blackberry vines - my improvements are worth \$1,000.00" (Homestead Proof - Testimony of Claimant, July 3, 1883)
10. Old maps identify Robinson Canyon and Robinson Peak. More recent map-makers changed the spelling to Robinson.
11. Eli and his bride were married in 1874.
12. 34,800 acres purchased from H. D. Perrett in September 1981.
13. By definition, construction of a train is prohibited in State Parks, not to mention State Wilderness Areas. The area would first have to be removed from the State Park system and classified for some other use.



4

Response to Comments of Kaci Elder, August 30, 2004 (Letter I123)

I123-1

Please see standard response 6.3.1.

