Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 957

24 JAN 2008 PM 1 L

USA First-Class

RECEIVED

JAN 2 5 2008

CALIFORNIA
COASTAL COMMISSION

Mr. James Wickett, Alternate Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

94105+2221

Printed on Recycled Paper

MIMI WALTERS
73RD ASSEMBLY DISTRICT
CALIFORNIA LEGISLATURE

Orange County and San Diego County. In addition, it would provide much needed access to the coast while also providing an alternate escape route in the event of an emergency — such as wildfires. I hope to have your support for the 241. I appreciate your consideration.

Sincerely,
Mimi Walters

Dear James, 1/23/08

I thought you might find the enclosed article helpful. The completion of the 241 Foothill South would not only increase mobility in my district, but it would also relieve congestion in South

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

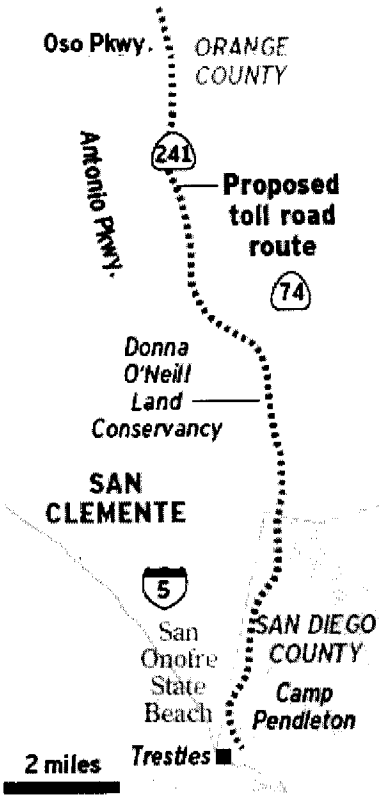
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 957

24 JAN 2008 PM 9 L

USA First-Class

RECEIVED

JAN 2 5 2008

CALIFORNIA
COASTAL COMMISSION

Mr. Steven Kram, Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Printed on Recycled Paper

MIMI WALTERS

73RD ASSEMBLY DISTRICT
CALIFORNIA LEGISLATURE

access to the Coast while also providing an alternate escape route in the event of an emergency - such as the wildfires. I hope to have your support for the 241. I appreciate your consideration.

Sincerely,

Mimi Walters

Dear Steven,

I thought you might find the enclosed article helpful. The completion of the 241 Foothill South would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego County. In addition, it would provide much needed

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

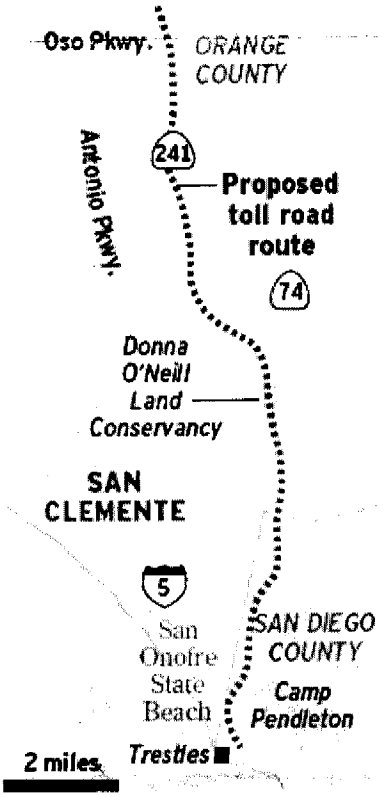
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 957

24 JAN 2008 PM 1 L

USA First-Class

RECEIVED

JAN 2 5 2008

CALIFORNIA
COASTAL COMMISSION

Ms. Sara Wan, Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Printed on Recycled Paper

94105+2221

needed access to the coast while also providing an alternate escape route in the event of an emergency - such as the wildfires.

I hope to have your support for the 241.

I appreciate your consideration.

Sincerely,

Mimi Walters

Dear Sara,

I thought you might find the enclosed article helpful. The completion of the 241 (Foothill-South) would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego County.

In addition, it would provide much

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

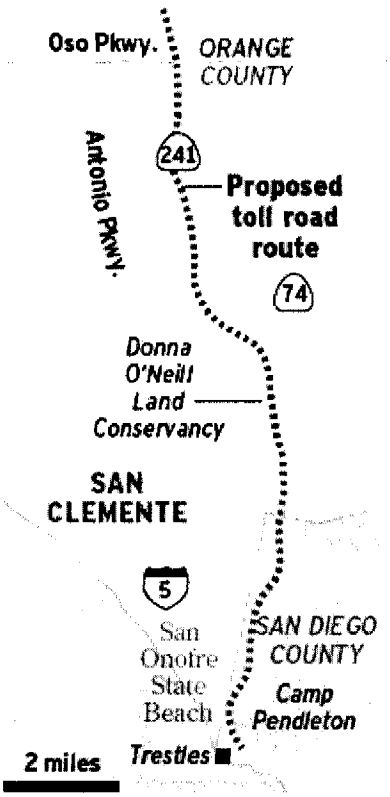
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 95

24 JAN 2008 PM 3 L

USA First Class

Mr. Steve Blank, Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED
JAN 2 5 2008
CALIFORNIA
COASTAL COMMISSION

94105+2221

Printed on Recycled Paper

MIMI WALTERS
73RD ASSEMBLY DISTRICT
CALIFORNIA LEGISLATURE

addition, it would provide much needed access to the coast while also providing an alternate escape route in the event of an emergency such as wildfires. I hope to have your support for AB 241. I appreciate your consideration.

Sincerely,

Mimi Walters

Dear Steve, 1/23/08

I thought you might find the enclosed article helpful. The completion of the 241 Foothill-South would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego County. In

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

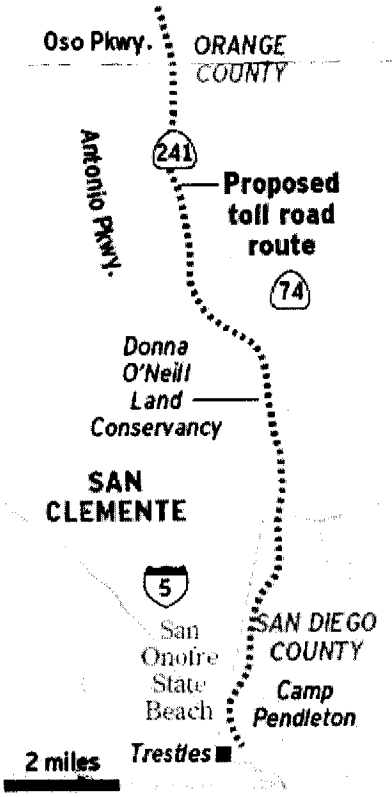
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended *his silence* and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 957

24 JAN 2008 PM 1 L

USA First-Class

RECEIVED

JAN 2 5 2008

CALIFORNIA
COASTAL COMMISSION

Ms. Mary K. Shallenberger, Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Printed on Recycled Paper

94105+2221

needed access to the coast while also providing an alternate escape route in the event of an emergency - such as wildfires. I hope to have your support for the 241.

I appreciate your consideration.

Sincerely,

Mimi Walters

Dear Mary,

I thought you might find the enclosed article helpful. The completion of the 241 Foothill-South would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego.

In addition, it would create much

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

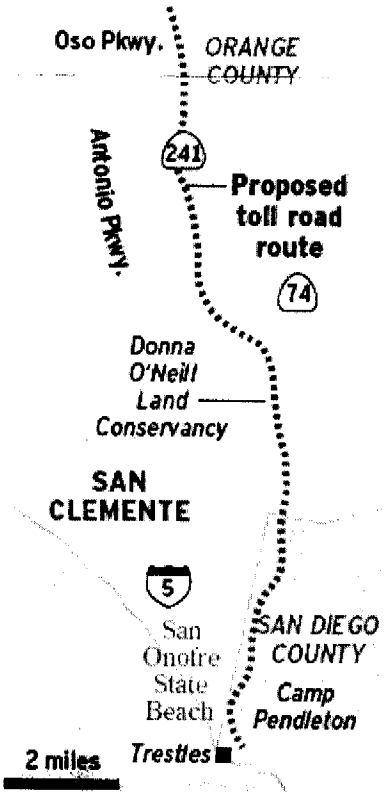
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

Assembly
California Legislature
MIMI WALTERS
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0073

SACRAMENTO CA 957

24 JAN 2008 PM 3:T

USA First-Cl

Ms. Deborah Schoenbaum, Alternate Member
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED
JAN 25 2008
CALIFORNIA
COASTAL COMMISSION

9410342221

Printed on Recycled Paper

MIMI WALTERS

73RD ASSEMBLY DISTRICT

CALIFORNIA LEGISLATURE

provide much needed access to the Coast while also providing an alternate escape route in the event of an emergency - such as wildfires. I hope to have your support for the 241. I appreciate your consideration.

Sincerely,

Mimi Walters

Dear Deborah, 1/23/08

I thought you might find the enclosed article helpful. The completion of the 241 Foothill-South would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego County. In addition, it would

The San Diego Union-Tribune.

UNION-TRIBUNE EDITORIAL

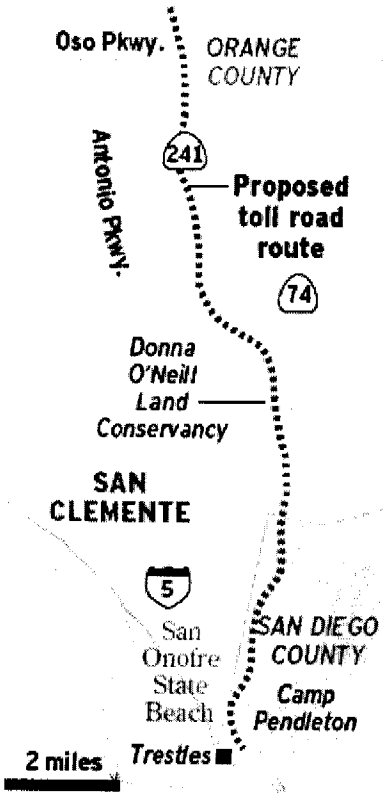
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

OCTA

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / CA 92863-1584

ADDRESS SERVICE REQUESTED

Hasler

016H16505765

$00.41⁰

01/30/2008

Mailed From 92868

US POSTAGE

RECEIVED

FEB 01 2008

CALIFORNIA COASTAL COMMISSION

Ms. Sara Wan
Commissioner
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105

94105\$2221 C014

OCTA

January 28, 2008

The Honorable Chris Norby
Chairman
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863

Dear Chairman Norby:

The Orange County Transportation Authority's (OCTA) Citizens Advisory Committee (CAC) requests that you forward this letter of support for the Foothill-South toll road (SR-241) completion to the California Coastal Commission.

As a committee of OCTA, the CAC exists to provide advice and recommendations to OCTA for reaching the greatest possible public consensus concerning Orange County transportation matters. Our 34 member committee – representing nearly every city in the county – consists of public, civic and business interests and passes on our recommendations to OCTA board members and staff.

After reviewing information on the SR-241 and discussion as a committee, the majority of the CAC supports the completion of the SR-241. This toll road will provide a needed alternative to the congested San Diego Freeway (I-5) in South Orange County today and in the future. OCTA's long-term transportation plans rely on the toll road's completion. As the county has grown and developed over the last two decades, this road has been planned as a connection to the I-5. As you may know, San Diego and Orange counties are currently the second and third most populous counties in California. In fact, the combined populations of San Diego and Orange counties would rank as the 17th most populous state in the country.

The SR-241 is needed to relieve current congestion and increasing traffic on I-5 and surrounding city streets. Completing the SR-241 will provide an alternative to the I-5 which would provide essential life support services in the event of a major disaster. Having just one major route between two major metropolitan areas is not smart planning, as witnessed during the firestorms of October 2007.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

As representatives of Orange County, the majority of the members of the CAC believe that the completion of the SR-241 is needed to address current and long-term traffic mobility in Orange County. Please assist the Transportation Corridor Agencies in any way possible so they can receive Coastal Consistency Certification to complete this critical road.

Sincerely,

Jeff R. Thompson
CAC Chair

Pat Pepper
CAC Vice-Chair

JT/PP:rm

c: Arthur T. Leahy, Chief Executive Officer, OCTA
OCTA Board of Directors

OCTA

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / CA 92863-1584

ADDRESS SERVICE REQUESTED

Hasler

016H16505765

$00.41⁰

01/30/2008

Mailed From 92868

US POSTAGE

Mr. Steven Kram
Commissioner
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105

RECEIVED
FEB 01 2008
CALIFORNIA
COASTAL COMMISSI

941058221 0014

OCTA

January 28, 2008

The Honorable Chris Norby
Chairman
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863

Dear Chairman Norby:

The Orange County Transportation Authority's (OCTA) Citizens Advisory Committee (CAC) requests that you forward this letter of support for the Foothill-South toll road (SR-241) completion to the California Coastal Commission.

As a committee of OCTA, the CAC exists to provide advice and recommendations to OCTA for reaching the greatest possible public consensus concerning Orange County transportation matters. Our 34 member committee – representing nearly every city in the county – consists of public, civic and business interests and passes on our recommendations to OCTA board members and staff.

After reviewing information on the SR-241 and discussion as a committee, the majority of the CAC supports the completion of the SR-241. This toll road will provide a needed alternative to the congested San Diego Freeway (I-5) in South Orange County today and in the future. OCTA's long-term transportation plans rely on the toll road's completion. As the county has grown and developed over the last two decades, this road has been planned as a connection to the I-5. As you may know, San Diego and Orange counties are currently the second and third most populous counties in California. In fact, the combined populations of San Diego and Orange counties would rank as the 17th most populous state in the country.

The SR-241 is needed to relieve current congestion and increasing traffic on I-5 and surrounding city streets. Completing the SR-241 will provide an alternative to the I-5 which would provide essential life support services in the event of a major disaster. Having just one major route between two major metropolitan areas is not smart planning, as witnessed during the firestorms of October 2007.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

OCTA

January 30, 2008

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am sure you already know that the Orange County Transportation Authority (OCTA) Board of Directors strongly supports the completion of the Foothill Transportation Corridor South Toll Road. In addition to our support, I wanted to share a letter with you that I received from our Citizens Advisory Committee (CAC), a 34-member committee that represents public, business and community issues and advises OCTA on transportation issues. After discussion and consideration, the majority of the CAC supports the project and we hope that the California Coastal Commission will take this under advisement when considering the issue.

Sincerely,

Chris Norby
Chairman

Enclosure

CN:jp

c: Arthur T. Leahy, Chief Executive Officer, OCTA
California Coastal Commissioners
OCTA Board of Directors

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

As representatives of Orange County, the majority of the members of the CAC believe that the completion of the SR-241 is needed to address current and long-term traffic mobility in Orange County. Please assist the Transportation Corridor Agencies in any way possible so they can receive Coastal Consistency Certification to complete this critical road.

Sincerely,

Jeff R. Thompson
CAC Chair

Pat Pepper
CAC Vice-Chair

JT/PP:rm

c: Arthur T. Leahy, Chief Executive Officer, OCTA
OCTA Board of Directors

OCTA

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / CA 92863-1584

ADDRESS SERVICE REQUESTED

Hasler

016H16505765

$00.41⁰

01/30/2008

Mailed From 92868

US POSTAGE

Mr. Steve Blank
Commissioner
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105

RECEIVED
FEB 01 2008
CALIFORNIA
COASTAL COMMISSION

94105+2221

OCTA

January 30, 2008

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am sure you already know that the Orange County Transportation Authority (OCTA) Board of Directors strongly supports the completion of the Foothill Transportation Corridor South Toll Road. In addition to our support, I wanted to share a letter with you that I received from our Citizens Advisory Committee (CAC), a 34-member committee that represents public, business and community issues and advises OCTA on transportation issues. After discussion and consideration, the majority of the CAC supports the project and we hope that the California Coastal Commission will take this under advisement when considering the issue.

Sincerely,

Chris Norby

Chris Norby
Chairman

Enclosure

CN:jp

c: Arthur T. Leahy, Chief Executive Officer, OCTA
California Coastal Commissioners
OCTA Board of Directors

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

OCTA

January 30, 2008

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am sure you already know that the Orange County Transportation Authority (OCTA) Board of Directors strongly supports the completion of the Foothill Transportation Corridor South Toll Road. In addition to our support, I wanted to share a letter with you that I received from our Citizens Advisory Committee (CAC), a 34-member committee that represents public, business and community issues and advises OCTA on transportation issues. After discussion and consideration, the majority of the CAC supports the project and we hope that the California Coastal Commission will take this under advisement when considering the issue.

Sincerely,

Chris Norby

Chris Norby
Chairman

Enclosure

CN:jp

c: Arthur T. Leahy, Chief Executive Officer, OCTA
California Coastal Commissioners
OCTA Board of Directors

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

OCTA

January 28, 2008

The Honorable Chris Norby
Chairman
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863

Dear Chairman Norby:

The Orange County Transportation Authority's (OCTA) Citizens Advisory Committee (CAC) requests that you forward this letter of support for the Foothill-South toll road (SR-241) completion to the California Coastal Commission.

As a committee of OCTA, the CAC exists to provide advice and recommendations to OCTA for reaching the greatest possible public consensus concerning Orange County transportation matters. Our 34 member committee – representing nearly every city in the county – consists of public, civic and business interests and passes on our recommendations to OCTA board members and staff.

After reviewing information on the SR-241 and discussion as a committee, the majority of the CAC supports the completion of the SR-241. This toll road will provide a needed alternative to the congested San Diego Freeway (I-5) in South Orange County today and in the future. OCTA's long-term transportation plans rely on the toll road's completion. As the county has grown and developed over the last two decades, this road has been planned as a connection to the I-5. As you may know, San Diego and Orange counties are currently the second and third most populous counties in California. In fact, the combined populations of San Diego and Orange counties would rank as the 17th most populous state in the country.

The SR-241 is needed to relieve current congestion and increasing traffic on I-5 and surrounding city streets. Completing the SR-241 will provide an alternative to the I-5 which would provide essential life support services in the event of a major disaster. Having just one major route between two major metropolitan areas is not smart planning, as witnessed during the firestorms of October 2007.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

As representatives of Orange County, the majority of the members of the CAC believe that the completion of the SR-241 is needed to address current and long-term traffic mobility in Orange County. Please assist the Transportation Corridor Agencies in any way possible so they can receive Coastal Consistency Certification to complete this critical road.

Sincerely,

Jeff R. Thompson
CAC Chair

Pat Pepper
CAC Vice-Chair

JT/PP:rm

c: Arthur T. Leahy, Chief Executive Officer, OCTA
OCTA Board of Directors

SANTA ANA CA 927

30 JAN 2008 PM 2 L

USA FIRST-CLASS FOREVER

Commissioner James Wickett
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED

FEB 01 2008

CALIFORNIA
COASTAL COMMISSION

94105+2221

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

There is no dispute that the Foothill-South project is needed if the economy, environment and quality of life of the region are to be maintained.

Today, the 21 million people in the region who will benefit from the project are increasingly caught in a virtual prison of congestion – choking in a gridlock of delays. Inaction will result, fifteen years hence, in four additional hours of gridlock each way in the Orange County/San Diego corridor.

Twenty years ago, TCA, combined with other local, regional, state and federal transportation agencies and the federal environmental agencies, set out to create a congestion solution. Every party involved concluded that the Foothill-South alignment being presented to you is the alternative that best accomplishes the regional transportation objectives of the project with the least amount of impact on the natural and human environment.

Your staff and project opponents propose various alternatives that would require massive widening of I-5 and local streets which would forever alter the unique character of San Clemente and other coastal communities. More importantly, your alternative would expel nearly 2,000 citizens from their homes and sweep away the workplaces of 4,150 employees. When did we start caring more about the coast, than about people?

I feel that you dismiss the enormous natural and human environmental impacts of the various I-5 widening alternatives documented in the state and federal environmental documents. Instead, you have chosen to rely upon cursory advocacy reports from a Vermont firm, Smart Mobility, which the opponents themselves admit are flawed and that do not comply with established engineering standards, resulting in an unsafe alignment not meeting Caltrans design and safety standards.

Whether innocent or intentional, these egregious errors in your recent staff report are more than regrettable. The fact that misinformation and the failure of transparent scientific review can have the enormous consequence of destroying 20 years of planning is troubling.

Sincerely,

Michelle Mallann
36 San Simeon
Laguna Niguel, CA 92677
(949) 887-3536

Cc: Commissioner Steve Blank (California Coastal Commission)
Commissioner James Wickett (California Coastal Commission)
Commissioner Sara Wan (California Coastal Commission)
Commissioner Dr. William Burke (California Coastal Commission)
Commissioner Steven Kram (California Coastal Commission)
Commissioner Mary Shallenberger (California Coastal Commission)
Commissioner Bonnie Neely (California Coastal Commission)
Commissioner Dave Potter (California Coastal Commission)
Commissioner Khatchik Achadjian (California Coastal Commission)
Commissioner Larry Clark (California Coastal Commission)
Commissioner Ben Hueso (California Coastal Commission)
Commissioner April Vargas (California Coastal Commission)
Commissioner Dan Second (California Coastal Commission)
Commissioner Deborah Schoenbaum (California Coastal Commission)
Commissioner Adi Liberman (California Coastal Commission)
Commissioner Sharon Wright (California Coastal Commission)
Commissioner Steve Kinsey (California Coastal Commission)
Commissioner Brooks Firestone (California Coastal Commission)
Commissioner Dr. Suja Lowenthal (California Coastal Commission)
Commissioner Lorena Gonzalez (California Coastal Commission)
Mark Delaplaine (California Coastal Commission)
Peter Douglas (California Coastal Commission)
Governor Arnold Schwarzenegger
Senate President Pro Tem Don Perata
Speaker Fabian Nunez
Michael Chrisman (Resources Agency)
Karen Scarborough (Resources Agency)
Lt. Governor John Garamendi
State Controller John Chiang
Dale Bonner (Business, Transportation and Housing Agency)
James Bourgart (Business, Transportation and Housing Agency)
Brian Baird (Resources Agency)
Barry Sedik
Paul Thayer (State Lands Commission)
Undersecretary Majorie Berte (Business, Transportation and Housing Agency)
Susan Kennedy (Office of the Governor)
Daniel Dunmoyer(Office of the Governor)
Chris Kahn (Office of the Governor)
Adam Mendelsohn (Office of the Governor)
David Crane (Office of the Governor)
Cynthia Bryant (The Governor's Office of Planning and Research)
Michael Genest (California Department of Finance)
Daniel Zingale (Office of the First Lady Maria Shriver)

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

There is no dispute that the Foothill-South project is needed if the economy, environment and quality of life of the region are to be maintained.

Today, the 21 million people in the region who will benefit from the project are increasingly caught in a virtual prison of congestion – choking in a gridlock of delays. Inaction will result, fifteen years hence, in four additional hours of gridlock each way in the Orange County/San Diego corridor.

Twenty years ago, TCA, combined with other local, regional, state and federal transportation agencies and the federal environmental agencies, set out to create a congestion solution. Every party involved concluded that the Foothill-South alignment being presented to you is the alternative that best accomplishes the regional transportation objectives of the project with the least amount of impact on the natural and human environment.

Your staff and project opponents propose various alternatives that would require massive widening of I-5 and local streets which would forever alter the unique character of San Clemente and other coastal communities. More importantly, your alternative would expel nearly 2,000 citizens from their homes and sweep away the workplaces of 4,150 employees. When did we start caring more about the coast, than about people?

I feel that you dismiss the enormous natural and human environmental impacts of the various I-5 widening alternatives documented in the state and federal environmental documents. Instead, you have chosen to rely upon cursory advocacy reports from a Vermont firm, Smart Mobility, which the opponents themselves admit are flawed and that do not comply with established engineering standards, resulting in an unsafe alignment not meeting Caltrans design and safety standards.

Whether innocent or intentional, these egregious errors in your recent staff report are more than regrettable. The fact that misinformation and the failure of transparent scientific review can have the enormous consequence of destroying 20 years of planning is troubling.

Sincerely,

Mike Hansen

2311 Calle La Serna
San Clemente, CA
92672

Cc: Commissioner Steve Blank (California Coastal Commission)
Commissioner James Wickett (California Coastal Commission)
Commissioner Sara Wan (California Coastal Commission)
Commissioner Dr. William Burke (California Coastal Commission)
Commissioner Steven Kram (California Coastal Commission)
Commissioner Mary Shallenberger (California Coastal Commission)
Commissioner Bonnie Neely (California Coastal Commission)
Commissioner Dave Potter (California Coastal Commission)
Commissioner Khatchik Achadjian (California Coastal Commission)
Commissioner Larry Clark (California Coastal Commission)
Commissioner Ben Hueso (California Coastal Commission)
Commissioner April Vargas (California Coastal Commission)
Commissioner Dan Second (California Coastal Commission)
Commissioner Deborah Schoenbaum (California Coastal Commission)
Commissioner Adi Liberman (California Coastal Commission)
Commissioner Sharon Wright (California Coastal Commission)
Commissioner Steve Kinsey (California Coastal Commission)
Commissioner Brooks Firestone (California Coastal Commission)
Commissioner Dr. Suja Lowenthal (California Coastal Commission)
Commissioner Lorena Gonzalez (California Coastal Commission)
Mark Delaplaine (California Coastal Commission)
Peter Douglas (California Coastal Commission)
Governor Arnold Schwarzenegger
Senate President Pro Tem Don Perata
Speaker Fabian Nunez
Michael Chrisman (Resources Agency)
Karen Scarborough (Resources Agency)
Lt. Governor John Garamendi
State Controller John Chiang
Dale Bonner (Business, Transportation and Housing Agency)
James Bourgart (Business, Transportation and Housing Agency)
Brian Baird (Resources Agency)
Barry Sedik
Paul Thayer (State Lands Commission)
Undersecretary Majorie Berte (Business, Transportation and Housing Agency)
Susan Kennedy (Office of the Governor)
Daniel Dunmoyer(Office of the Governor)
Chris Kahn (Office of the Governor)
Adam Mendelsohn (Office of the Governor)
David Crane (Office of the Governor)
Cynthia Bryant (The Governor's Office of Planning and Research)
Michael Genest (California Department of Finance)
Daniel Zingale (Office of the First Lady Maria Shriver)

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

There is no dispute that the Foothill-South project is needed if the economy, environment and quality of life of the region are to be maintained.

Today, the 21 million people in the region who will benefit from the project are increasingly caught in a virtual prison of congestion – choking in a gridlock of delays. Inaction will result, fifteen years hence, in four additional hours of gridlock each way in the Orange County/San Diego corridor.

Twenty years ago, TCA, combined with other local, regional, state and federal transportation agencies and the federal environmental agencies, set out to create a congestion solution. Every party involved concluded that the Foothill-South alignment being presented to you is the alternative that best accomplishes the regional transportation objectives of the project with the least amount of impact on the natural and human environment.

Your staff and project opponents propose various alternatives that would require massive widening of I-5 and local streets which would forever alter the unique character of San Clemente and other coastal communities. More importantly, your alternative would expel nearly 2,000 citizens from their homes and sweep away the workplaces of 4,150 employees. When did we start caring more about the coast, than about people?

I feel that you dismiss the enormous natural and human environmental impacts of the various I-5 widening alternatives documented in the state and federal environmental documents. Instead, you have chosen to rely upon cursory advocacy reports from a Vermont firm, Smart Mobility, which the opponents themselves admit are flawed and that do not comply with established engineering standards, resulting in an unsafe alignment not meeting Caltrans design and safety standards.

Whether innocent or intentional, these egregious errors in your recent staff report are more than regrettable. The fact that misinformation and the failure of transparent scientific review can have the enormous consequence of destroying 20 years of planning is troubling.

Sincerely,

Donna Kaiz
14 Calle Alta
San Clemente, CA 92673

Cc: Commissioner Steve Blank (California Coastal Commission)
Commissioner James Wickett (California Coastal Commission)
Commissioner Sara Wan (California Coastal Commission)
Commissioner Dr. William Burke (California Coastal Commission)
Commissioner Steven Kram (California Coastal Commission)
Commissioner Mary Shallenberger (California Coastal Commission)
Commissioner Bonnie Neely (California Coastal Commission)
Commissioner Dave Potter (California Coastal Commission)
Commissioner Khatchik Achadjian (California Coastal Commission)
Commissioner Larry Clark (California Coastal Commission)
Commissioner Ben Hueso (California Coastal Commission)
Commissioner April Vargas (California Coastal Commission)
Commissioner Dan Second (California Coastal Commission)
Commissioner Deborah Schoenbaum (California Coastal Commission)
Commissioner Adi Liberman (California Coastal Commission)
Commissioner Sharon Wright (California Coastal Commission)
Commissioner Steve Kinsey (California Coastal Commission)
Commissioner Brooks Firestone (California Coastal Commission)
Commissioner Dr. Suja Lowenthal (California Coastal Commission)
Commissioner Lorena Gonzalez (California Coastal Commission)
Mark Delaplaine (California Coastal Commission)
Peter Douglas (California Coastal Commission)
Governor Arnold Schwarzenegger
Senate President Pro Tem Don Perata
Speaker Fabian Nunez
Michael Chrisman (Resources Agency)
Karen Scarborough (Resources Agency)
Lt. Governor John Garamendi
State Controller John Chiang
Dale Bonner (Business, Transportation and Housing Agency)
James Bourgart (Business, Transportation and Housing Agency)
Brian Baird (Resources Agency)
Barry Sedik
Paul Thayer (State Lands Commission)
Undersecretary Majorie Berte (Business, Transportation and Housing Agency)
Susan Kennedy (Office of the Governor)
Daniel Dunmoyer(Office of the Governor)
Chris Kahn (Office of the Governor)
Adam Mendelsohn (Office of the Governor)
David Crane (Office of the Governor)
Cynthia Bryant (The Governor's Office of Planning and Research)
Michael Genest (California Department of Finance)
Daniel Zingale (Office of the First Lady Maria Shriver)

STATE OF CALIFORNIA
resources
AGENCY

ARNOLD SCHWARZENEGGER, Governor
MIKE CHRISMAN, Secretary

February 1, 2008

The Honorable Patrick Kruer, Chairman
and Coastal Commissioners
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219

Dear Chairman Kruer and Commissioners:

I am writing in response to the January 25, 2008 letter to you from members of the State Parks and Recreation Commission regarding the Coastal Commission's upcoming consideration of a coastal consistency certification for the southern segment of State Route 241.

As the Parks Commission members acknowledge, the state has a critical need for new transportation improvements to relieve the extensive and growing congestion on Interstate-5. As the Governor said in his letter of January 15, 2008 to the Coastal Commission, "Many parts of Southern California are becoming known for traffic gridlock and crumbling roads, rather than for the magic of our coastline." The severe weekend traffic congestion on Interstate 5 in southern Orange County serves as an impediment to many of Southern California's 25 million residents out to enjoy the beauty of California's coast. They should not have to suffer an intolerable commute for access to which all Californians are entitled. Such access is not only a central element of the Coastal Act, but is critical to the mission of the Resources Agency.

The state has a $500 billion infrastructure deficit and no funds to widen this portion of I-5, either now or in the foreseeable future. Caltrans extensively reviewed the I-5 widening alternative recently proposed by toll road opponents and concluded that the alternative "does not meet applicable engineering standards of care" and "therefore [Caltrans] cannot support the proposed design refinements or conclusions." The simple facts are that we desperately need an alternative to I-5 and the only financially viable alternative is to complete SR 241 using toll revenues. The public's support for the Governor's infrastructure bond proposals of 2006 underscores the strong sentiment people have for projects that will end gridlock.

The State Parks Commission members suggest that Interstate-5 (already eight lanes) should be widened farther, by as many as six to eight lanes. But the extensive environmental studies conducted by Caltrans, the Federal Highway Administration, the U.S. EPA and other agencies document that I-5 widening alternatives will have adverse impacts on the human and natural environment – including significant adverse impacts upon the historic coastal communities of San Clemente and Dana Point, the elimination of hundreds and homes and businesses, and the elimination of approximately 500 low and moderate coastal hotel accommodations.

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 http://resources.ca.gov

The Parks Commission has said they have an interest in protecting San Onofre State Beach and as California's Secretary for Resources, I could not agree with them more. In fact, I not only have an interest in protecting the beach, but a responsibility to the people of California to ensure protection for all of San Onofre State Park. Recreational opportunities in the park include the ocean, the beach, the trails and camping. Toll road opponents have specifically cited impacts on San Mateo Campground. However, the current popular camping facilities are actually closer to Interstate 5 than the San Mateo Campground is to the 241 project. And, given the strong measures adopted by the Transportation Corridor Agencies (TCA) to minimize noise impacts we believe the campground will remain enjoyable, accessible and open. There is no reason to believe San Mateo campground will be negatively impacted by the SR 241 project any more than passing trains or the movements of tens of thousands of cars and trucks on Interstate-5 have impacted the popularity of the Bluffs Campground. Moreover, in contrast to suggestions by Parks Commissioners that water quality at Trestles will be negatively impacted, the opposite is true. As a result of mitigation measures by TCA, including treating currently untreated runoff to San Mateo Creek from I-5 water quality at Trestles will be enhanced.

The TCA's offer to provide $100 million for park and natural resources improvements (in addition to other measures) will greatly improve the coastal access and recreational opportunities in northern San Diego and southern Orange Counties. This kind of public-private partnership will provide funds that could increase camping opportunities at San Onofre State Beach, San Clemente State Beach and Crystal Cove State Park. In addition, the renovation of the historic cottages at Crystal Cove could be completed and allocations could be made to enhance natural resources and provide other much needed coastal access improvements.

As the Governor has said, the offer comes at a critical time. The state park system is facing enormous economic challenges. The state's deficit has required State Parks to propose the closure of 48 state parks and the curtailment of services at many others. California has a one billion dollar backlog of deferred state park maintenance. The TCA's offer provides a rare opportunity in this time of economic uncertainty to fund much-needed improvements to California's state park system.

The State Park Commissioners have expressed concern about impacts upon 50 acres of Camp Pendleton coastal sage scrub habitat. As your staff has recognized, the 50 acre estimate cited by Park Commissioners includes paved areas of Interstate-5 and Cristianitos Road. The Resources Agency has taken the lead to protect and enhance thousands of acres coastal sage scrub habitat (including many thousands of acres in the coastal zone) through the Natural Community Conservation Planning Program. Camp Pendleton has its own resource management program that provides additional protection for thousands of acres of coastal sage scrub habitat. The Governor's endorsement of SR 241 is conditioned on the commitment by the TCA to restore 150 acres of coastal sage scrub habitat at Crystal Cove State Park and additional acres at the TCA's Upper Chiquita Reserve – a critical link in the habitat reserve systems of the Orange County and San Diego County natural community conservation plans. We have determined that the very limited impact of the project on coastal sage scrub is more than offset by these additional conservation commitments.

As the Coastal Commission has recognized on many occasions over the years, the Coastal Act allows the Commission to balance Coastal Act policies and approve transportation projects that impact environmentally sensitive habitat areas. The Commission's approval of the connection of State Route 56 to Interstate-5 in San Diego County, despite impacts to wetlands and Environmentally Sensitive Habitat Areas (ESHAs) is just one recent example. In its approval of SR 56 and SR 73 the Coastal Commission recognized that impacts to ESHAs are allowable when balanced against the coastal access improvements provided by the transportation project. Just within the last year, the Coastal Commission approved the North County Transit District project in northern San Diego County

because the project would provide relief from traffic congestion on Interstate-5 and in doing so, improve coastal access.

It is also important for the Coastal Commission members to recognize that San Onofre State Beach is not owned by the State of California. It is owned by the U.S. Navy and is part of a very active Marine Corps base. Indeed, the Marine Corps is currently processing plans for active combat training operations on the former agricultural areas immediately adjacent to the San Mateo Campground. The Navy has the right to conduct activities within the leased area at any time and the lease expires by its terms in 2021. There is no guarantee that the Navy will agree to extend the lease – especially those portions of the leasehold that are inland of Interstate-5. Because the State obtained the lease with knowledge that the federal government reserved the right to approve roads in this area, the approval of SR 241 does not establish any precedent regarding roads within parks owned by the State.

The Governor promised the people of California that we would make the state's economy strong while protecting our environment and that a healthy environment and a vibrant economy can coexist without one having to be sacrificed for the other. Time and again he has lived up to that promise.

In his letter to you he said that, "Rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on Earth."

I believe as he does that support for SR 241, Foothill South reinforces the promises and commitments we have made to the people of California. For all of the aforementioned reasons and on behalf of California's Resources Agency, I respectfully request that the Coastal Commission affirm the TCA's consistency certification for SR 241.

Sincerely,

Mike Chrisman

Mike Chrisman
Secretary for Resources

SportCon

The Sportfishing Conservancy

January 30, 2008

Mr. Patrick Kruer, Chair
California Coastal Commission
46 Fremont Street, Suite 2000
San Francisco, California 94105

Re: The Completion of California State Route 241

Dear Mr. Kruer:

The Sportfishing Conservancy is committed to the conservation of our natural resources, but in the spirit of Teddy Roosevelt, we also embrace the concept of the broadest public access to those resources. Our role has been one of protection coupled with the concept of participation. A vibrant ocean without access is no more fulfilling than watching the Discovery Channel with the window open.

Our members support the completion of State Route 241. To those living in the inland empire, it is a matter of access to clean and safe sport fishing. Limiting access to a few by failure to provide sufficient infrastructure is not fair to the citizens of the state who are the actual owners of our resources.

Southern California needs an alternate route to get to the ocean, and the members of SportCon believe that the completion of California State Route 241 is the best solution that will give us that access while still protecting the quality of our waterways.

Sincerely,

Tom Raftican

Tom Raftican
President
The Sportfishing Conservancy

17391 Murphy Avenue, Suite A
Irvine, California 92614
www.sportcon.org
(949) 863-9447

UNITED ANGLERS

January 30, 2008

Mr. Patrick Kruer, Chair
California Coastal Commission
46 Fremont Street, Suite 2000
San Francisco, California 94105

Re: The Completion of California State Route 241 (Toll Road)

Dear Mr. Kruer:

United Anglers is a not-for-profit organization made up of volunteers dedicated to the conservation of marine resources. We represent sport fishermen from all parts of California who would like to pass on the sport they love to future generations. Our members include anglers that live all over Southern California, from the coast in Newport Beach, to the rivers near Big Bear, to the Inland Empire. Some of our members live on the beach, and they are fortunate. Those who do not live near the ocean need to be able to have access to get to the water, to take part in their sport – and to pass the love of sport fishing on to their children – children who may not be able to afford to live on the coast.

In an informal poll of our members, we have widespread support for the State Route 241 extension project for the improved access to the ocean that it provides to our geographically challenged inland members. They feel that it is a question of access for the general public and a necessary alternative to the current congestion. Simply put, we need State Route 241 completed so that our members can all have access to the ocean.

Southern California needs an alternate route to get to the ocean, and United Anglers believes that the completion of California State Route 241 is the best solution.

Sincerely,

Tom Raftican

Tom Raftican
President

SOUTH COAST APARTMENT ASSOCIATION

A Chapter of the California Apartment Association

"Serving rental housing owners and managers in Orange and southern Los Angeles Counties"

February 1, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco CA 94105-2219
Fax 415/904-5400

Dear Chairman Kruer,

Please be advised that the Board of Directors of the South Coast Apartment Association, who represent the owners/managers of more than 85,000 rental housing units and 200 related businesses throughout Orange and southern Los Angeles Counties, voted unanimously January 31, 2008, to support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification at your meeting this month.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange Counties and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the US Fish and Wildlife Service, the Environmental Protection Agency, CALTRANS and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact from the toll road as possible. In addition, as part of the project, TCA developed a plan that will improve water quality along a portion of Interstate 5.

This road is not only needed to meet the daily traffic demands between San Diego and Orange County which, after all, are the second and third most populous counties in California, but will also be critical to meeting transportation needs in the event of an emergency.

We urge you to join us in supporting the completion of this much needed infrastructure.

Sincerely,

THE SOUTH COAST APARTMENT ASSOCIATION

Judith A. Legan
Executive Vice President

Cc: Governor Arnold Schwarzenegger
Senator Dianne Feinstein

18552 MacArthur Boulevard, Suite 205, Irvine, CA 92612 • Phone: 949-955-3695 • 800-425-1996 • Fax: 949-955-3681 • e-mail: SCAptAssn@aol.com • www.SCAAinfo.com

CITY OF YORBA LINDA

P. O. BOX 87014 CALIFORNIA 92885-8714 (714) 961-7110
FAX 993-7530

OFFICE OF THE MAYOR

January 23, 2008

California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Attention: Chairman Pat Kruer

RE: SUPPORT for completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

On behalf of the Yorba Linda City Council, I am writing once more to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification. The 241 Toll Road project will clearly provide much needed traffic relief and will complete a long-planned transportation system.

The City of Yorba Linda is about 25 miles from the coast and it is vital to our community that residents are able to safely reach their workplace or simply to enjoy a day at the beach within a reasonable timeframe. With traffic on Interstate-5, State Route-91 and State Route-55 steadily increasing, accessing anywhere in Orange County and greater southern California is becoming more and more difficult.

The northern end of the 241 Toll Road lies just south of the City of Yorba Linda and many Yorba Linda residents are Toll Road users. With the roadway completed, it will offer an alternative way for those drivers, as well as residents coming from other inland communities, to reach the coast or to access San Diego. More importantly, it will alleviate traffic congestion along the I-5, SR-55 and SR-91 corridors, provide for a safer transportation network, reduce pollution and lead to a better quality of life for all southern Californians.

Thank you for your respectful consideration on this important issue.

Sincerely,

Jim Winder
Mayor

cc:
City Council of Yorba Linda
Commissioner Steve Bank
Commissioner Sara Wan
Commissioner Dr. William A. Burke
Commissioner Steven Kram
Commissioner Mary K. Shallenberger
Commissioner Patrick Kruer, Chair
Commissioner Bonnie Neely
Commissioner Mark Delaplaine
Commissioner Mike Reilly
Commissioner Dave Potter
Commissioner Khatchik Achadjian
Commissioner Larry Clark
Commissioner Ben Hueso
Commissioner April Vargas
Commissioner Dan Secord
Commissioner Deborah Schoenbaum
Commissioner Adi Liberman
Commissioner Sharon Wright
Commissioner Steve Kinsey
Commissioner Brooke Firestone
Commissioner Suja Lowenthal
Commissioner Lorena Gonzalez
Secretary Michael Crisman
Undersecretary Karen Scarborough
Undersecretary Brian Baird
Director Paul Thayer
Secretary Dale E. Bonner
Undersecretary Majorie M. Berte
Executive Director Peter Douglas
Governor Arnold Schwarzenegger
Speaker Fabian Nunez
Senate President Pro Tem Don Perata
Lt. Governor John Garamendi
State Controller John Chiang

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 25 2008
CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

Socrates Anastasiadis
4018 Laurel Ct.
Chino Hills, CA 91709

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

1-22-08

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Gail Clifford Hutton
Retired city attorney
City of Huntington Beach

Julia Mouser
14422 Grassmere Lane
Tustin, California, 92780

RECEIVED
JAN 28 2008
CALIFORNIA COASTAL COMMISSION

January 28, 2008

Via Fax to 415.904.5400 & U.S. Mail
California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Approving the Foothill-South (241) Toll Road

Dear Chairman Kruer:

One of the reasons I live in Tustin, in Orange County, is the beautiful surroundings and the native habitat of wildlife. I have lived in Orange County since 1964. I have seen the orange groves give way to urban development. The terrible traffic and congestion is changing. Since the opening of the various Toll Roads, travel has become much easier. I fully support of completing the Foothill-South (241) Toll Road and I send you the following letter in this regard.

I've seen the plans and notice how the Transportation Corridor Agency (TCA) is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

I am confident that the TCA has taken care to minimize the toll road's impacts. The road will most definitely relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road. Thank you for your time and consideration!

Regards,

Julia Mouser

Julia Mouser
14422 Grassmere Lane
Tustin, California, 92780

January 28, 2008

Via Fax to 415.904.5400 & U.S. Mail
California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Approving the Foothill-South (241) Toll Road

Dear Chairman Kruer:

One of the reasons I live in Tustin, in Orange County, is the beautiful surroundings and the native habitat of wildlife. I have lived in Orange County since 1964. I have seen the orange groves give way to urban development. The terrible traffic and congestion is changing. Since the opening of the various Toll Roads, travel has become much easier. I fully support of completing the Foothill-South (241) Toll Road and I send you the following letter in this regard.

I've seen the plans and notice how the Transportation Corridor Agency (TCA) is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

I am confident that the TCA has taken care to minimize the toll road's impacts. The road will most definitely relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road. Thank you for your time and consideration!

Regards,

Julia Mouser

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 28 2008
CALIFORNIA COASTAL COMMISSION

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Arthur J. Casolito

Arthur J. Casolito
30917 Steeplechase Drive
San Juan Capistrano, CA 92675

RECEIVED
JAN 28 2008
CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

JAN 25 2008

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Robert Johnson

Timothy and Alanna Psomas
601 North Bayfront
Balboa Island, CA 92662

949 / 673-7507

RECEIVED
JAN 28 2008
CALIFORNIA
COASTAL COMMISSION

January 25, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Timothy Psomas

Dear Commissioners,

I just read the Coastal Commission staff report that recommends against granting approval for the 241 toll road continuation. I am appalled by this recommendation.

I understand that your job is to protect the environment, but you need to do so in a reasonable manner. Obviously and understandably, your staff doesn't like the idea of something being built on open space. But there are no other alternatives.

The plan for this road is the least invasive one there is. The toll road agency has made contingencies to make sure that the road has as little impact on the environment as possible. At worst, some animals might be inconvenienced, but their homes will remain intact. That's more than I can say for your staff's preference to widen interstate 5—that would result in the destruction of hundreds of homes.

Please listen to the *people* and not just Coastal Commission employees. We need this road built!

Sincerely,

Mike Horner
75 Springfield
Mission Viejo CA 92692

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

Sally Erica

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Arthur J. Cusolito
30917 Steeplechase Drive
San Juan Capistrano, CA 92675

February 1, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

RECEIVED
FEB 01 2008
CALIFORNIA
COASTAL COMMISSION

Sincerely,

Pam Harris

Pam Harris

InsightInvestments

January 29, 2008

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I believe you can care deeply about the environment and still support the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment.

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and create more free-flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But, most importantly, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they will live up to their promises of environmental mitigation, just as they did when they built the previous 51 miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Respectfully,

John Ford
18941 Mesa Drive
Villa Park, CA 92861

John W. Ford
Chief Executive Officer

Insight Investments, Corp.
600 City Parkway West
Fifth Floor
Orange, CA 92868
phone 714.939.2303
fax 714.939.2397
www insightinvestments.com

Dear Khatchik,

I thought you might find the enclosed article helpful. The completion of the 241 Foothill-South would not only increase mobility in my district, but it would also relieve congestion in South Orange County and San Diego County. In addition, it would create much needed access to the Coast, while also providing

RECEIVED
JAN 28 2008
CALIFORNIA
COASTAL COMMISSION

The San Diego Union-Tribune.

RECEIVED
JAN 28 2008
CALIFORNIA
COASTAL COMMISSION

UNION-TRIBUNE EDITORIAL

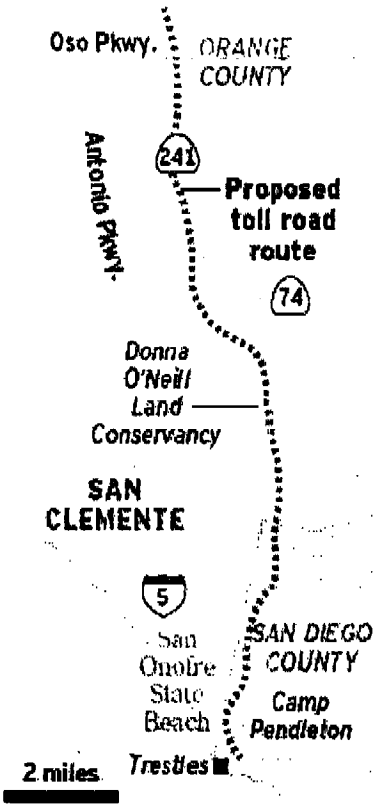
Just in time

Governor makes case for toll-road extension

January 17, 2008

The push to extend the state Route 241 toll road 17 miles from inland Orange County to Interstate 5 in north San Diego County is imperiled by a relentlessly misleading campaign by Trestles Beach surfers and their environmental allies. But the roadway got some crucial help this week when Gov. Arnold Schwarzenegger ended his silence and urged the California Coastal Commission to approve the extension.

Schwarzenegger didn't just make the standard argument for the project: that it is crucial to reducing the gridlock on I-5 in south Orange County, which is used by 130,000-plus motorists a day. He touted it on environmental grounds, saying the resulting reduction in traffic congestion between San Diego County and Los Angeles, Orange County and the Inland Empire would curb air pollution.



The governor, who personally checked out the extension route, also said the project fit with his vision of a greatly improved state infrastructure, helping "to keep California strong and prosperous." This is a crucial point. Gridlock isn't just a commuter nightmare. It's an economic drag.

Schwarzenegger also praised the project's backer – the Transportation Corridor Agencies – for promising $100 million in mitigation work, including improvements to San Onofre State Beach park that the cash-strapped state can't afford.

We think the governor makes a powerful case and hope he sways the Coastal Commission when it considers the project at its Feb. 6 meeting in Oceanside.

Unfortunately, the commission staff – living up to its militant-green reputation – opposes the project. Other more impartial agencies concluded that the promised mitigation would sharply reduce risks to the environment and endangered species, and that there would be no effect on the surf at Trestles.

But, then, honesty has never been a priority for opponents. They have strived to create the impression the road extension would actually bisect the beach at San Onofre instead of coming no closer than the present freeway. They also argue that extending the 241 from Rancho Santa Margarita to the Basilone Road exit of I-5 would trigger disastrous growth in southeastern Orange County.

The truth is that growth is inevitable and already under way, thanks to the availability of large parcels of undeveloped land.

Blocking the toll-road extension wouldn't block this development. It would just hurt the quality of life of those who live there or those who could benefit from a more direct Inland Empire-San Diego link or from reduced traffic on much of the Orange County portion of I-5 and on the state Route 91 and state Route 55 freeways, which link Riverside County to I-5.

In other words, millions of people would benefit from the toll-road extension. The beneficiaries if the extension is blocked: a few hundred Trestles surfers who like the status quo because it keeps their out-of-the-way surf spot remote and insular. This should not be a difficult decision for the Coastal Commission. In a rational world, it wouldn't be.

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Rob Rader
Irvine, CA

MIMI WALTERS
73RD ASSEMBLY DISTRICT
CALIFORNIA LEGISLATURE

an alternate escape route in the event of an emergency - such as the recent wildfires. I hope to have your support on the 241.

I appreciate your consideration.

Sincerely,

Mimi Walters

DUKE GALLAGHER
1 CORTE MIRO
SAN CLEMENTE, CA 92673
TELEPHONE: 949.481.7475
FACSIMILE: 949.369.7475
dgallagher@cox.net

Bu electronic mail

RECEIVED
JAN 31 2008
CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Duke Gallagher

DAVID WEISS DESIGNS
FINE JEWELRY
What's mined is yours.

RECEIVED
OCT 12 2007
CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
45 Freemont Street, Ste. 2000
San Francisco CA 94105

October 02, 2007

Coastal Commission,

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Coastal Consistency Certification. The road will provide a much-needed alternative to Interstate 5. In case of emergencies, an alternative could be a life line. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will give more people the opportunity to visit coastal areas that may be just a few dozen miles away, but inaccessible unless they want to be trapped in traffic for two hours.

The Transportation Corridor Agencies have a successful environmental record. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project.

Thank you,

David B. Weiss

28202 Cabot Road, Suite 300 • Laguna Niguel CA, 92677 • (949) 347-9700 • Fax (949) 347-9711
gems@davidweissdesigns.com • www.davidweissdesigns.com

RECEIVED
JAN 31 2008
CALIFORNIA
COASTAL COMMISSION

Automobile Club of Southern California
Public Affairs

Facsimile Transmittal

DATE: 1/31/08

TO: CHAIRMAN PAT KRUEGER / EXECUTIVE DIRECTOR PETER DOUGLAS

ORGANIZATION: CALIFORNIA COASTAL COMMISSION

FROM: CRAIG SCOTT - AAA

FAX: 415-904-5400 PHONE: (714) 885-2303

NUMBER OF PAGES INCLUDING COVER SHEET: 4

Message:

PLEASE distribute to COMMISSIONERS for NEXT WEEK'S MEETING RE. SR 241 FOOTHILL SOUTH PROJECT

Automobile Club of Southern California AAA.com

January 31, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Subject: Support for Extension of Foothill Transportation Corridor SR-241

Dear Chairman Kruer:

The Automobile Club of Southern California, with over six million members, including more than 1.8 million in Orange and San Diego Counties, supports the completion of Orange County's toll road system by building the SR-241 (Foothill South) extension from its current terminus at Oso Parkway in Orange County to I-5 in San Diego County.

Foothill South is needed to reduce congestion and air pollution, and improve mobility throughout the region. As Governor Schwarzenegger noted in his letter to your Commission in support of Foothill South, "this project is essential to protect our environment and the quality of life for everyone in Southern California."

For more than 100 years, the Auto Club has been a consistent advocate for effective projects, laws, and policies to improve traffic safety and mobility. As part of this continuing mission, we have closely monitored the development of the Foothill South project and have reviewed all of the pertinent studies and related documents that have been developed over the years. This project is the most studied, discussed, and evaluated in California over the last decade.

Since the early 1970s several Orange County cities, the County of Orange, and the Foothill/Eastern Transportation Corridor Agency (TCA) have jointly planned and constructed transportation improvements to benefit mobility in Orange and adjacent counties. The San Joaquin Hills and Foothill/Eastern Toll Roads are products of this thorough planning effort and they have proven to be highly beneficial in alleviating traffic congestion.

Traffic congestion on I-5 in south Orange County is severe now and is getting worse every year. With continuing population growth in Orange County (which is expected to increase by 550,000 over the next 15 years) there is even more demand for new and improved transportation facilities, like Foothill South. The recent approval of a major housing and commercial development in Rancho Mission Viejo and continuing growth are heightening the urgency to further improve our transportation system. Without the Foothill South extension project, traffic volumes on I-5 in the San Clemente area are projected to increase by 60 percent by 2025.

Significantly widening I-5 in this area is not a realistic alternative to completing the Foothill South. Widening I-5 is estimated to cost over $2.4 billion in today's dollars. Further, the project has not gone through preliminary feasibility studies and has no identified funding source in the foreseeable future, compared to, for example, the Foothill South extension project that will be financed by private funds through a successful public-private partnership model that the TCA has used to construct and operate 51 miles of toll roads in Orange County over the last two decades. Significantly widening I-5 would also require the removal and relocation of hundreds of residents and businesses, with significant and devastating adverse impacts on existing and well-developed communities surrounding the freeway.

In 1985, the TCA began studying alignments for the last segment of the toll road system – Foothill South. Since the mid-1990s, the TCA, in collaboration with the U.S. Fish and Wildlife Service, the Army Corps of Engineers, the Federal Highway Administration, the Environmental Protection Agency, the United States Marine Corps, and the California Department of Transportation, evaluated numerous alignment options. They worked together and openly throughout the environmental planning process, comprehensively evaluating dozens of specific alternative alignments, to determine and recommend the best route for the Foothill South extension. In February 2006, the TCA Board of Directors approved the recommended 16-mile alignment and certified the project's final environmental impact report – essentially their final approval for the project.

TCA, in this unprecedented collaborative effort with all federal and state resource and environmental agencies and stakeholders, has been evaluating this project for more than 10 years. All available options have been carefully studied. The recommended "Green Alternative" is the one with the least impact on neighboring communities and the environment. A comprehensive environmental mitigation package has been developed that meets or exceeds all federal and state requirements. In light of the TCA's very good record in successfully mitigating similar impacts of other projects, we believe that the same success will be repeated for this project. In fact, 25 percent of the proposed project budget will be spent for mitigation measures and environmental enhancement programs - a proportion far in excess of typical projects.

Construction of this project is vital to maintain and improve mobility, enhance economic vitality, and assure the quality of life the residents of the region enjoy. The project has earned widespread support from a broad spectrum of interests including the Orange County Business Council, the Orange County Transportation Authority, cities throughout

the region, local chambers of commerce, community groups, and Governor Schwarzenegger. We believe it has also earned the support of the Coastal Commission.

We respectfully urge that you and your fellow commissioners approve the TCA's application.

Sincerely,

Hamid Bahadori

Hamid Bahadori
Public Policy and Programs

c: Members, California Coastal Commission
Peter Douglas, Executive Director, California Coastal Commission
Transportation Corridor Agency (TCA)

1-31-08

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 31 2008
CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer:

Like you, I love California's coast. I just wish that it was easier for everybody to get to and enjoy. Stand-still traffic on I-5 and city streets discourages many people from visiting the coast and causes mind-boggling delays for those determined to get to the beach.

We need an alternative to get to the coast and I support Foothill-South to meet this need.

I'm urging the California Coastal Commission to grant the Transportation Corridor Agencies a Coastal Act and Coastal Development Permit to allow construction of Foothill-South -- the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

I feel like the California Coastal Commission consistently ignores scientific analysis and data, preferring instead to rely on evidence of alleged impacts provided by project opponents, ignoring the fact that the 241 has been planned with the utmost care to relieve traffic and also to protect the human, animal and plant resources along the route.

When preparing for your upcoming Feb. 6 meeting, please seriously consider the hundreds of letters that you are receiving from Foothill-South supporters – including Gov. Schwarzenegger -- and the editorial that ran in the Jan. 20 issue of *The Orange County Register*.

Respectfully,

Carol and Paul Kane
4711 Via Del Rancho
Yorba Linda CA 92886

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 31 2008
CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer:

I'm writing to voice my support of Foothill-South, the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Foothill-South will provide an alternative evacuation route if I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road will also serve as a firebreak during wildfire season.

I applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Please listen to the voices of area residents who – everyday – see the need for Foothill-South.

Sincerely,

Karl Wagner

Karl Wagner
The Wagner Group
503 N. Highway 101 Suite C
Solana Beach, CA 92075

Deanna St.Onge
5721 David Webster Circle
Garden Grove, CA 92845

January 31, 2008

RECEIVED
JAN 31 2008
CALIFORNIA
COASTAL COMMISSION

Via Fax and U.S. Mail
California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Approving the Foothill-South (241) Toll Road

Dear Chairman Kruer:

One of the reasons I live in Orange County is because it is freeway-close to everything! I have lived in Orange County since 1968 and have seen the county grow in population and number of cars. More roads and freeways are a necessity. If it takes toll roads to accommodate this growth, then I support that decision. I have a FastTrack for the other tolls roads in the area and use it frequently, as do other members of my family.

Regarding the Foothill-South (241) Toll Road, I am confident that the Transportation Corridor Agency has taken care to minimize the toll road's impact on the environment. The road will definitely relieve traffic congestion in the area. I urge you to vote yes to the completion of the road. Thank you for you consideration.

Yours truly,

Deanna St.Onge

Associated General Contractors of America, San Diego Chapter, Inc.
(858) 558-7444 / Fax (858) 558-8444/www.agcsd.org

FAX

Date: January 30, 2008

To: Patrick Kruer
Chairman
California Coastal Commission

From: Brad Barnum BB
Vice President Government Relations

Re: Letter in Support of SR 241

Chairman Kruer:

Attached is a letter sent to the Coastal Commission regarding SR 241. It was mailed today.

If you have any questions, please contact me at 858-731-8158

Thank you.

ASSOCIATED GENERAL CONTRACTORS OF AMERICA
SAN DIEGO CHAPTER, INC.
6212 FERRIS SQUARE - SAN DIEGO, CALIFORNIA 92121
(858) 558-7444 - FAX (858) 558-8444
WWW.AGCSD.ORG
SKILL - INTEGRITY - RESPONSIBILITY

RECEIVED
JAN 30 2008
CALIFORNIA COASTAL COMMISSION

COPY

January 30, 2008

Mr. Patrick Kruer
Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 91405

Re: Consistency Certification of State Route 241

Dear Chairman Kruer:

On February 6, the California Coastal Commission will consider the Coastal Zone Management Certification of the Southern Segment of State Route 241. On behalf of the 1,300+ members of the Associated General Contractors of America, San Diego Chapter, Inc. (AGC), I encourage you to support the certification.

San Diego County residents have shown strong support for improvements to the region's transportation infrastructure. State Route 241 is another project that will relieve traffic congestion, allow motorists to spend more time with their families, and improve air quality by allowing the free flow of traffic. It also will reduce local emergency response time, and would dramatically increase safety to the public in the event of a natural disaster or incident at the San Onofre Nuclear Generating Station.

The necessity for State Route 241 has long been established, and the planning for this complex project has been completed. Further delays will only increase the cost of the project and will make it more difficult to build in the future. The time to deliver State Route 241 is now.

In the best interest of our local and regional economy, our quality of life and public safety, please support this important infrastructure project.

Sincerely,

Bradford E. Barnum
Vice President Government Relations

cc: California Coastal Commissioners

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 30 2008
CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

RECEIVED
JAN 30 2008
CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

Michael Zimmin
46 Gema
San Clemente, Ca
92672

P.S. I surf a Trestles frequently & I am confident I will do so for many years to come.

AGNES M. VAGUE
28561 Springfield Drive
Laguna Niguel, California 92677

RECEIVED
JAN 30 2008
CALIFORNIA
COASTAL COMMISSION

January 30, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Agnes M. Vague

CURTIS VAGUE
28561 Springfield Drive
Laguna Niguel, California 92677
(714) 831-1076

RECEIVED
JAN 30 2008
CALIFORNIA
COASTAL COMMISSION

January 30, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Curtis J. Vague

Curtis J. Vague

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Application No. CC-018-07
Item 8B
Tom & Lori Wheeler/In Favor

RECEIVED
JAN 29 2008
CALIFORNIA
COASTAL COMMISSION

Subject: Support of the completion of S.R. 241

Dear Chairman Kruer:

I would like to express my support for the completion of State Route 241 (Toll Road). I live next to the Toll Road in Lake Forest and use the Toll Road everyday. It was a part of my decision to purchase the house I live in. At that time, I was assured that the Toll Road would be completed and I could count on it for improved mobility instead of hitting the congestion on the 5 freeway.

The recent fires in San Diego and Orange County also underscore the necessity of having a secondary access to and from San Diego County. When an issue arises with San Onofre Nuclear Power Plant I think everyone will be glad that you decided to allow another escape route for residents in this area.

Environmental concerns are valid and should be handled by imposing conditions on the Toll Road to meet, not hindering the completion of a project that is being built entirely without tax dollars and has been planned for several decades.

I was able to look at a mobility study that was performed by an east coast firm. It did not look like they put much effort into the study and it is just being used to confuse the issues.

We have an opportunity now to complete a project that has been in the planning for decades, and that has funding now. Widening the 5 freeway will never happen so it is not even a viable alternative.

Please help improve our quality of life by approving the completion of the Toll Road.

Sincerely,

Tom & Lori Wheeler
17 Tavella Place, Foothill Ranch, CA 92610
949 458-9629

Cc: Governor Arnold Schwarzenegger
Fax: 916-558-3160
U.S. Senator Dianne Feinstein
Fax: 202-228-3954

Allyn Anderson
27062 Mill Pond Road
Capistrano Beach, CA 92624
949.489.1172
allyna@cox.net

RECEIVED
JAN 29 2008
CALIFORNIA
COASTAL COMMISSION

January 28, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Coastal Commission:

I have lived in Capistrano Beach, I moved here five years ago after having lived in Studio City, Los Angeles County since 1947. I remember when the Hollywood Freeway had palm trees in the divider and Los Angeles was a wonderful place to live. Over the years I watched and suffered as the city and state planners both ignored and attempted to limit population growth by refusing to add the necessary roadways. Now I see that same attitude being applied by groups opposed to the extension and completion of the 241 tollway.

My exit is Camino de Estrella (where the I-5 makes an almost right angle turn and because of this the traffic come to a halt between Friday through Sunday. On one recent Sunday after visiting friends in Laguna Hills (6 miles up the I-5) I was stuck in traffic for over an hour and until I could escape by exiting Camino Capistrano and take surface street's home. This is a EVERY WEEKEND occurrence. The 241 would help relieve this.

Opponents of the 241 use the damage to San Onofre State Park and some mice as a reason to block the roadway. While there is some degree of the roadway imposing onto the park, the complaints are used to misdirected as I am sure the Commission knows. I often walk my dog on the pathways and most the area is nothing but scrubland, that's not negative, just a fact. The most comment compliant I hear when having coffee near the San Onofre Beach is form surfer's worried about how the tollway will affect their free parking.

(more)

It seem that the opponents of the 241 would rather widen the I-5 and put thousands of San Clemente citizens out of their homes and most likely destroy numerous businesses. While I would love to see the I-5 traffic reduced I know that will not happen, even with the completion of the 241. More and more traffic will continue to move between Los Angeles and San Diego and most of them will use the FREEWAY as opposed paying to use the 241. However, the 241 will offer us residents of the area relief in the near future and greater relief for all of southern Orange County in the long term. When I lived in Los Angeles I was often able to use parallel side streets when traffic was backed up, that is not the case for those of use living in southern Orange County. From the El Toro Y to San Onofre there are no parallel side streets, it's the Freeway or No way. We need the 241 finished.

Please don't reject this project. I'm getting too old for all these games, I'll be in my late seventies when the tollroad is completed if approved soon and I really don't want to die in traffic on the I-5, it would probably be months before the discovered my body.

With kindest regards,

Allyn Anderson

RECEIVED
JAN 29 2008
CALIFORNIA
COASTAL COMMISSION

28581 Avenida La Plancha
San Juan Capistrano, Ca. 92675
January 28, 2008

TO: Coastal Commission
Ref: 241 Toll Road

Dear Sirs:

I am strongly in favor of the Completion of the 241 Toll Road. It is a necessary road to ease the Congestion on the I-5 freeway. If there were an emergency for evacuation, the I-5 alone would be so overloaded that people would just have to stay put where they were. This was just shown by the San Diego fires. The I-5 was gridlocked. It won't get any better unless something is done NOW to relieve this problem.

Sincerely,

Constance T. Mazelin

CONSTANCE T. MAZELIN

RECEIVED
JAN 29 2008
CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Application No. CC-0007
Item No. 8B
Carole Langford/In Favor

Subject: Support of the completion of SR-241

Dear Chairman Kruer:

I would like to express my support for the completion of State Route 241 (Toll Road). I live near the Toll Road in Lake Forest and periodically use the Toll Road for my commutes to and from the Inland Empire and I am counting on it for improved mobility in lieu of traveling through the congestion on the 91 freeway.

The recent fires in San Diego and Orange County also underscore the necessity of having a secondary access to and from San Diego County. When an issue arises with San Onofre Nuclear Power Plant I think everyone will be glad that you decided to allow another escape route for residents in this area.

Environmental concerns are valid and should be handled by imposing conditions on the Toll Road to meet, not hindering the completion of a project that is being built entirely without tax dollars and has been planned for several decades.

I was able to look at a mobility study that was performed by an east coast firm. It did not look like they put much effort into the study and it is just being used to confuse the issues.

We have an opportunity now to complete a project that has been in the planning for decades, and that has funding now. Widening the 5 freeway will never happen so it is not even a viable alternative.

Please help improve our quality of life by approving the completion of the Toll Road.

Sincerely,

Carole Langford

Carole Langford
28031 Encanto Street, Mission Viejo, CA 92692
949 951-6506

Cc: Governor Arnold Schwarzenegger
Fax: 916-558-3160
U.S. Senator Dianne Feinstein
Fax: 202-228-3954

2-1-08

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and commuter. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Beverly Albright

1001 Via Presa
San Clemente, CA
92672

David Casados

February 1, 2008

Via Fax and U.S. Mail
California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Approving the Foothill-South (241) Toll Road

Dear Chairman Kruer:

I personally do not live in Orange County but I do frequently drive its freeways. I have friends and family in Orange and San Diego Counties and visiting them is made easier by toll roads. You can definitely see the difference in drivers stuck in traffic and drivers who, through the use of toll roads, are appreciative for the traffic relief that toll roads provide.

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

Sincerely,

David Casados

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

There is no dispute that the Foothill-South project is needed if the economy, environment and quality of life of the region are to be maintained.

Today, the 21 million people in the region who will benefit from the project are increasingly caught in a virtual prison of congestion – choking in a gridlock of delays. Inaction will result, fifteen years hence, in four additional hours of gridlock each way in the Orange County/San Diego corridor.

Twenty years ago, TCA, combined with other local, regional, state and federal transportation agencies and the federal environmental agencies, set out to create a congestion solution. Every party involved concluded that the Foothill-South alignment being presented to you is the alternative that best accomplishes the regional transportation objectives of the project with the least amount of impact on the natural and human environment.

Your staff and project opponents propose various alternatives that would require massive widening of I-5 and local streets which would forever alter the unique character of San Clemente and other coastal communities. More importantly, your alternative would expel nearly 2,000 citizens from their homes and sweep away the workplaces of 4,150 employees. When did we start caring more about the coast, than about people?

I feel that you dismiss the enormous natural and human environmental impacts of the [illegible] I-5 widening alternatives documented in the state and federal environmental [illegible] have chosen to rely upon cursory advocacy reports from a Vermont firm, Smart Mobility, which the opponents themselves admit are flawed and that do not comply with established engineering standards, resulting in an unsafe alignment not meeting Caltrans design and safety standards.

Whether innocent or intentional, these egregious errors in your recent staff report are [illegible] The fact that misinformation and the failure of transparent [illegible] the enormous consequence of destroying 20 years of planning is troubling.

Sincerely,

Corey Hall
25731 Paseo Colonial
San Juan Cap. 92675

Cc: Commissioner Steve Blank (California Coastal Commission)
Commissioner James Wickett (California Coastal Commission)
Commissioner Sara Wan (California Coastal Commission)
Commissioner Dr. William Burke (California Coastal Commission)
Commissioner Steven Kram (California Coastal Commission)
Commissioner Mary Shallenberger (California Coastal Commission)
Commissioner Bonnie Neely (California Coastal Commission)
Commissioner Dave Potter (California Coastal Commission)
Commissioner Khatchik Achadjian (California Coastal Commission)
Commissioner Larry Clark (California Coastal Commission)
Commissioner Ben Hueso (California Coastal Commission)
Commissioner April Vargas (California Coastal Commission)
Commissioner Dan Second (California Coastal Commission)
Commissioner Deborah Schoenbaum (California Coastal Commission)
Commissioner Adi Liberman (California Coastal Commission)
Commissioner Sharon Wright (California Coastal Commission)
Commissioner Steve Kinsey (California Coastal Commission)
Commissioner Brooks Firestone (California Coastal Commission)
Commissioner Dr. Suja Lowenthal (California Coastal Commission)
Commissioner Lorena Gonzalez (California Coastal Commission)
Mark Delaplaine (California Coastal Commission)
Peter Douglas (California Coastal Commission)
Governor Arnold Schwarzenegger
Senate President Pro Tem Don Perata
Speaker Fabian Nunez
Michael Chrisman (Resources Agency)
Karen Scarborough (Resources Agency)
Lt. Governor John Garamendi
State Controller John Chiang
Dale Bonner (Business, Transportation and Housing Agency)
James Bourgart (Business, Transportation and Housing Agency)
Brian Baird (Resources Agency)
Barry Sedik
Paul Thayer (State Lands Commission)
Undersecretary Majorie Berte (Business, Transportation and Housing Agency)
Susan Kennedy (Office of the Governor)
Daniel Dunmoyer(Office of the Governor)
Chris Kahn (Office of the Governor)
Adam Mendelsohn (Office of the Governor)
David Crane (Office of the Governor)
Cynthia Bryant (The Governor's Office of Planning and Research)
Michael Genest (California Department of Finance)
Daniel Zingale (Office of the First Lady Maria Shriver)

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Respectfully,

Alyce Hullett

Alyce Hullett

January 30, 2008

California Coastal Commission
Attn: Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 91405-2219

Dear Chariman Kruer,

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project, which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Allison MacLean
P.O. Box 571
Lake Forest, CA 92609

Ann & Malin Romano
34611 Camino Capistrano
Capistrano Beach, Calif. 92624

January 28, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

RE: Support the 241 Toll road Completion

Dear Chairman Kruer:

Traffic on Interstate 5 gets worse every day. On weekends it barely moves past Irvine from people heading south to San Diego and Mexico. If the 241 were complete, many of these people could escape the back-up and get where they are going faster.

For that reason, I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Please support the Foothill-South route.

Sincerely,

Ann Romano

Ann Romano

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Tom Rand

22636 Spring Lake Lane
Lake Forest CA 92630

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

April Roth

Gabriel Ferrucci
26002 Glen Canyon Drive
Laguna Hills, California 92653-6320

January 21, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94150-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environment disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely yours,

Gabriel Ferrucci

Mary Lou Lambert
41 Portalon Court
Ladera Ranch, CA 92694

January 18, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I have relocated from Coto de Caza to Ladera Ranch, and completely miss the ability to commute in the 21st Century again. Any other route than the 241 is so completely congested, which wastes time and gasoline. I even find myself going out of the way to connect with the 241, from where I live now.

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Thank you for making progressive moves to save time, gasoline and probably lives because of the frustrated drivers due to heavy traffic congestion.

Respectfully,

Mary Lou Lambert

Mary Lou Lambert

AGNES M. VAGUE
28561 Springfield Drive
Laguna Niguel, California 92677

January 30, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Agnes M. Vague

CURTIS VAGUE
28561 Springfield Drive
Laguna Niguel, California 92677
(714) 831-1076

January 30, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Curtis J. Vague

Curtis J. Vague

BRYAN D. KING, JD/MBA
Attorney at Law
8105 Irvine Center Drive, Suite 1020
Irvine, California 92618
Phone (949) 975-1680
Fax (949) 453-9123

January 24, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Freemont Street #2000
San Francisco, CA 94105

RE: 241 Toll Road Extension (Foothill South)

Dear Mr. Kruer:

On Wednesday, February 6, 2008 the Coastal Commission will meet in Oceanside to discuss the completion of the 241 Toll Road. I will not be able to attend, but would like my voice to be heard.

This road is needed. The connection to Interstate 5 is needed. I support the completion of the 241. While there is obviously some impact on the environment, I believe it is necessary and minimal. I think the congestion and gridlock that will occur if the connection is not made will be greater than if it is not completed. Additionally, the completion will provide greater access to our coastline and beaches, and will provide $100 million to enhance our State Parks. All this without harming our environment while stopping current waste flow onto the park and beach, according to the EPA.

I urge you to support the completion of the 241. Your assistance will be greatly appreciated.

Sincerely,

Bryan D. King

BDK/ibm
cc: Gov. Arnold Schwarzenegger, Sen. Diane Feinstein

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I'd like to invite you to my beautiful city in Orange County so you can experience the nightmare it turns into during peak traffic hours.

For years, our leaders have talked about solutions, but now is the time to act. There is one solution to help alleviate traffic congestion in south Orange County and that is the completion of the Foothill-South (241) Toll Road.

You'll hear a lot of arguments against the Foothill-South Toll Road, but please listen to the people whose lives are affected daily with traffic congestion that is so terrible we feel trapped in our own city!

I'm asking you and your fellow Coastal Commissioners to please vote in support of the Transportation Corridor Agency's plan to complete the final 16 miles of a Toll Road system that has already been proven successful (just look at the 320,000 trips recorded each day on the existing 51-miles of Toll Roads in Orange County).

Thank you in advance for voting to improve the quality of life for thousands of commuters each day.

Regards,

January 16, 2008

California Coastal Commission
Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219
Fax: 415-904-5400

Dear Coastal Commission Members:

We have been proponents of the toll roads in Orange County since they were completed over ten years ago. We can't imagine what the traffic would be like on our freeways without them!

For the past 15 years, we lived in the coastal community of Newport Beach, and recently moved to Costa Mesa. We love living by the beach, and like the many environmental groups in Orange County, we want to keep our beaches clean and protect them from harm. We believe the Transportation Corridor Agencies will build the Foothill South toll road responsibly – like they have with the other toll roads – and we wouldn't be surprised if they even improved some of the local habitat near the proposed roadway through its environmental program.

Please support the construction of the Foothill South.

Sincerely,

John and Cheryl Hawley
1942 Balearic Circle
Costa Mesa, CA 92626

January 28, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Pamela J. Massey
3334 E. Coast Hwy #323
Corona del Mar, CA 92625

January 28, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Lance MacLean
26551 Alicante Dr.
Mission Viejo, CA 92691

January 28, 2008

Mr. Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer,

As a resident and commuter in Orange County, I want to strongly urge you to **support the Transportation Corridor Agency's application for a Consistency Certification** at your February meeting. I was made aware of the TCA application by a sign along my commute and from the Orange County Chapter of Women in Transportation. WTS recognizes the significantly enhanced mobility this project will provide to the Southern California region.

I understand and appreciate the need for environmental protection and sensitivity in all transportation projects which is what this alternative route to the I-5 does.

Please approve the completion of SR-241 at your Coastal Commission hearing in February.

Much appreciated,

Mehgan Kempainen

Mehgan Kempainen
Huntington Beach, CA 92648

cc: Governor Arnold Schwarzenegger
Fax Number (916) 445-4633

Senator Dianne Feinstein
Fax Number (202) 228-3954

1/29/2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Patrick Kruer,

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project, which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Meredith Brownson

January 23, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer,

How can the Coastal Commission possibly believe that tens of thousands of additional cars idling along the I-5 can have any positive effect on the coastal environment? Completion of the 241 Tollroad South is necessary because of increased traffic that will occur due to already approved development in South Orange County and elsewhere. There is nothing you or I can do to stop this development and denying approval of the toll road only worsens the situation.

The toll road will actually improve drainage and run-off problems that the I-5 did not have to address when it was completed years ago. The road ends a half a mile from the beach where it connects with I-5 and will not have any effect on the surf break as contended by the Surfriders Association and others. The road uses part of an inland segment of the park about a mile from the beach, doesn't disrupt campsites nor interfere with the influence San Mateo Creek has on the shore line.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Completion of the toll road will have nothing but a positive effect on the costal environment in the area where it intersects the I-5. Visualize the 91 freeway at rush hour right next to the beach in south Orange County.

Respectfully,

David Yotter
32025 Via Coyote
Coto de Caza, CA 92679

WAYNE T. McMURRAY

2012 CALLE DE LOS ALAMOS | SAN CLEMENTE, CALIFORNIA 92672 | (949) 492-1494

1/23/2008

CALIFORNIA COASTAL COMMISSION
ATT. PATRICK KRUER
45 FREMONT ST., STE 2000
SAN FRANCISCO, CA 94105

WE NEED THE 241 EXTENSION
ADDITIONAL LANES WILL FURTHER
DIVIDE OUR CITY AND WILL NOT
PROVIDE AN ADDITIONAL EMERGENCY
EXIT NORTH FOR SO. ORANGE
COUNTY OR NO. SAN DIEGO.
LET'S GET ON WITH IT.

Wayne McMurray

Stephen R. Reid

January 28, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am writing to voice my support for the extension of the current 241 Toll Road in Orange County, California.

I am a resident of San Juan Capistrano and given the current traffic conditions on the 5 Freeway the 241 Toll Road extension must be approved. Taking traffic off the 5 Freeway South of San Clemente and providing an alternative to the north and south bound commuters will help provide some relief on the 5 Freeway.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project, which is estimated to costs more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers and alternative to congested routes.

Please approve this important 241 extension. Millions of dollars have been spent including years of study and have provided the best solution and alignment. This will not be harmful to the environment and ease the commute along our California coastline.

I appreciate your support.

Stephen R. Reid

27541 Silver Creek Drive, San Juan Capistrano, CA 92675 949.248.5143

January 28, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Christopher P. Massey
3334 E. Coast Hwy #323
Corona del Mar, CA 92625

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

January 28, 2008

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Pamela

Pamela Worcester

January 29, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about the quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Lisa MacLean
26551 Alicante Dr.
Mission Viejo, CA 92691

January 29, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

Scott Grimm

Scott Grimm
4 Torres Point
Aliso Viejo, CA. 92656

January 30, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Sean MacLean
26551 Alicante Dr.
Mission Viejo, CA 92691

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

David Pistone

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Application No. CC-018-07
Item 8B
Victor Mercado/In Favor

Subject: Support of the completion of SR-241

Dear Chairman Kruer:

I would like to express my support for the completion of State Route 241 (Toll Road). I work in Rancho Santa Margarita, next to the Toll Road in Lake Forest and use the Toll Road in my commute from Diamond Bar everyday. I was counting on the completion of the Toll Road for improved mobility instead of hitting the congestion on the 5 freeway.

The recent fires in San Diego and Orange County also underscore the necessity of having a secondary access to and from San Diego County. When an issue arises with San Onofre Nuclear Power Plant I think everyone will be glad that you decided to allow another escape route for residents in this area.

Environmental concerns are valid and should be handled by imposing conditions on the Toll Road to meet, not hindering the completion of a project that is being built entirely without tax dollars and has been planned for several decades.

I was able to look at a mobility study that was performed by an east coast firm. It did not look like they put much effort into the study and it is just being used to confuse the issues.

We have an opportunity now to complete a project that has been in the planning for decades, and that has funding now. Widening the 5 freeway will never happen so it is not even a viable alternative.

Please help improve our quality of life by approving the completion of the Toll Road.

Sincerely,

Victor Mercado
970 Sunnyhill Place
Diamond Bar, CA 91765
(909) 861-2731

Cc: Governor Arnold Schwarzenegger
Fax: 916-558-3160
U.S. Senator Dianne Feinstein

Michael Barth
31495 Paseo Christina
San Juan Capistrano, CA 92675

January 28, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Patrick Kruer:

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, California.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Michael Barth

1/23/08

California Coastal Commission
Attn: Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Kruer,

It is upsetting to see the errors in your Staff Report on the 241 Toll Road extension in southern Orange County.

The Toll Road has thoroughly covered all mitigation points to where the 241 extension will have almost zero impact on the environment, beach, surf, wildlife, drainage, campsites, etc.

The surfers I've queried who boast 'Stop the Toll Road', or 'Save Trestles' stickers have never seen the detailed plans and have no clue as to what the finished road looks like or what the impact will really be. They would want me to think that the Toll Road goes across the beach and out into the surf.

I recall the same group (a generation ago) who fought with the same zeal and the same limited reasoning the Dana Point Harbor project. It would wipe out the surf break. Today, surfers still enjoy the break but tens of thousands also enjoy the harbor and all it has to offer. Please don't let a few loud voices with distorted facts stop a much needed project which will benefit everybody, including the activists.

Thank you for your attention.

Dick Holt
San Juan Capistrano, Ca.

Michelle Barth
31495 Paseo Christina
San Juan Capistrano, CA 92675

January 28, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Patrick Kruer:

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, California.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Michelle Barth

Gloria &Warren G. Heer
28242 Zarza
Mission Viejo, CA 92692-1807
(949) 770-0798 FAX (949) 770-1908

January 29, 2008

Mr. Patrick Kruer, Chairman
California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, California 94105

Re: TCA Request To Construct State Route 241 From Oso Parkway to I-5 in San Clemente

The purpose of this letter is to request that you and the other members of the Coastal Commission approve the request from TCA to construct the missing link of State Route 241 from the present southerly terminus at Oso Parkway to join the I-5 freeway in San Clemente area.

This new construction is needed to improve the access to South Orange County as well as to improve the traffic circulation for that part of the County area. It is also wonderful that a source of funds, other than public tax dollars, will be available to finance the whole construction project, the right of way acquisition cost and payment to the State Park System.

We have been assured that the plans for this project meet all of the engineering and environmental requirements for proper treatment of the effected areas. Also that the TCA has pledged a gift of $100 million dollars to the State Park System for operation and improvement of the three parks in that area.

Please add this letter to the many letters which will be received from other interested people.

Thank you and the other members for your consideration in this matter.

Very Truly Yours,

Gloria Heer

Gloria Heer

Warren G. Heer

Warren G. Heer

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study **and amid traffic that gets worse every month**, we need to move forward with completing the 241.

Sincerely,

Dennis Vaccaro
The Vaccaro Family
San Clemente, CA

BVM Consulting Services
Security & Insurance Inspection Specialists
3969 Adams Street #E217
Carlsbad, California 92008

January 26, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Freemont Street, Suite 2000
San Francisco, CA 94105

Dear Mr. Chairman Kruer,

The purpose of my letter **urge you** to **support the completion of the SR-241 Foothill-South Toll Road.** Obviously, traffic will be increasing over the next 20 years and this extension will ease what is already a highly congested egress in both South Orange and North San Diego County's.

Counter to the proponent's propaganda statements, the EPA states that SR-241 **"Will not harm the environment!"** while any rocket scientist will acknowledge idling vehicles mired in bumper to bumper quagmires (which happens daily on the 5 Freeway) cause extensive emission pollutions. Moreover, the instillation of water filters on I-5 will stop the current waste flow into Trestles State Beach and Park.

In the event of an emergency, as again proved during the October 2007 wildfires that decimated both LA and North San Diego County's, SR-241 will provide for **a very, very much needed evacuation route** for North San Diego County and the City of San Clemente. Add to this, the probability of attack to our huge military bases in San Diego, Camp Pendleton and the Nuclear Power Plant along I-5 to the equation and think of the civilian cost of lives **while mired**, **bumper to bumper, with no relief in sight, on our 4 lane "Super Slab"!!**

- Lastly, SR-241 **is paid for by private funds, not the tax rolls** and it **will not destroy 1,100 homes and/or businesses that the proposed expansion of the I-5 will do!**
- **Trestles State Beach and Park,** one of the ecological points to the prior stated proponent's propaganda, "Save Trestles" **still belongs to Camp Pendleton and the lease expires in 2012!**
- **Growth and expansion will, and is going to KEEP GROWING, in the State of California,** until the sun no longer rises or the temperatures do not guarantee our life of Paradise!

To summarize the much needed addition of Foothill-South 241

1. It will provide the much-needed traffic relief
2. It will provide access to and from our beautiful coastline
3. The instillation of water filters on I-5 will stop the current waste flow of toxic weed killers, road waste and fertilizers onto our parks and beaches
4. In the event of an emergency, SR-241 will provide the much needed

5. The recent $100 Million offer by the Transportation Corridor Agency to the California Parks will enable many of our State Parks **that are slated to close due to recent budget cuts**, to remain open and staffed to the residents and tourists of this great State

By honestly working together on this important regional project, debunking false propaganda as espoused by the media, we can help secure this vitally needed transportation relief to an area that is so already deadlocked. I again plead and thank you for your support.

Cordially,

William R. Van Meter/ President/CEO
BVM Consulting Services
Phone: 949.606.6463

WRV/gs

cc: Governor Arnold Schwarzenenegger
Senator Dianne Feinstein

LAW OFFICES OF

PETER PAUL MENDEL, ESQ.

One Park Avenue, Suite 550
Irvine, California 92614-2594
949-757-0977 telephone
949-757-0978 facsimile
ppmendel@pemgroup.com

January 28, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Suite 2000
San Francisco, California 94105

Dear Chairman Kurer and Fellow Commission Members:

I strongly, as a user of both the I-5 and the CA-241, encourage and implore you to approve the extension of the CA-241.

The extension will extend the road to one-half (1/2) mile from the beach (and the most popular campsites) in connection with the I-5 and will use part of the inland segment of the park, and does not remove or disrupt campsites.

The road alignment is appropriate since it is also sensitive to habitat areas, both human and non-human, reserves huge blocks of open space for wildlife, avoids the wetlands.

Please, let us not delay because it will cost more, in money and lives and wasted time.

Sincerely,

Peter Paul Mendel

cc: Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, California 95814

Senator Dianne Feinstein
750 B Street, Suite 1030
San Diego, California 92101

Mark A. Hanning-Lee, Ph.D.
1362 Walnut Ave. Apt. # 101
Tustin CA 92780-8218
Tel. 714-734-5879
markhl@prodigy.net

January 27, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Kruer,

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Yours sincerely,

Mark Hanning-Lee

M.A. Hanning-Lee

California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, California 94105

Dear Chairwoman Caldwell & Commissioners:

My family and I depend on California's beaches and parks as affordable vacation destinations. Unfortunately, one of southern California's cleanest beaches and most popular state parks is currently threatened by the Foothill-South Toll Road.

The toll road will ruin the pristine San Mateo Creek, a clean wild stream that flows through San Onofre State Beach, the San Mateo Campground and helps create the world class surf breaks at Trestles Beach. Constructing a 4-6 lane toll road through the park and along the creek will devastate the unique experience currently enjoyed by campers, hikers, bikers, surfers and swimmers.

Better transportation solutions that don't sacrifice our state park and clean surf exist, and should be pursued. Please use your authority to reject the troubled Foothill-South Toll Road.

Sincerely,

Name Rachel Kendall

Address 260 Avenida Montalvo Apt D

City San Clemente State CA

Zip 92672

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely, RON SERIZANA
14 DALE KATRINA
RSM, CA 92688

JANUARY 25, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont St #2000
San Francisco CA 94105

Dear Mr Kruer;

We are writing you in support of Foothill South Toll Road extension.

The toll road extension will improve our communities quality of life... less traffic, shorter commuting & happier people.

My Orange County friends ALL support the toll road extension and really can't understand why it is taking so long to complete the toll road.

Please support the Foothill South extension as has been proposed

Sincerely

Dave & Cheryl Dale
29462 Kensington
Laguna Niguel 92677

California Coastal Commission
Attn: Chairman pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Karen L Schmidt
203 S. Poplar Ave.
Brea, CA 92821

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

Timothy S. Schmidt MD
St Jude Heritage Medical Group
4900 Prospect Ave
Yorba Linda, CA 92886

MATTHEW A. HOLDER
43 GARDENPATH
IRVINE, CA 92603

January 24, 2008

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I would like to urge you and your colleagues to approve the plans for extension of the 241.

Building additional transportation is more important now than ever. Everyday traffic on the I-5 continues to worsen. That is why I support the completion of this toll road. Commuters need congestion relief.

The staggering cost of $2 billion dollars for widening the I-5 freeway is not an attractive alternative. Displacing more than 800 homes and 300 businesses is just not realistic. We need a plan that alleviates traffic sooner rather than later.

The completion of the Foothill-South would be a better alternative to widening the I-5 freeway and is sensitive to the region's habitat.

Sincerely,

Matt Holder

Matt Holder

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am a daily commuter between San Clemente and Irvine. The I-5 is getting unbearable and there is no relief in the foreseeable future without the completion of the 241. The 241 is both rational and necessary for the future viability of the South Orange County economy and quality of life.

I believe that the toll road planners have gone above and beyond the normal standard of care in addressing the potential environmental impacts of the proposed extension.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and it has been adjusted to avoid wetland areas.

The proposed 241 road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

Please support the completion of the 241 in your upcoming hearing in early February.

Sincerely,

Dennis Roy
15 Calle Careyes
San Clemente, CA 92673

California Coastal Commission
Attn: Chairman pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Timothy S. Schmidt MD
203 S. Poplar Ave
Brea, CA 92821

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Emritta Cox

1-24-08

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Connie Glow
27042 Calle Maria
Dana Point, Ca. 92624

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Chairman Kruer,

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

I encourage you to lead the commission to approve the completion of this project.

Sincerely,

Jeff Frum

Trabuco Canyon, CA

January 23, 2008

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

Please help alleviate the growing problem of traffic congestion on our Southern California roads. Driving conditions are at insupportable point. I urge you to support the completion of the last 16 miles of the 241 toll road.

Southland commuters desperately need a viable option when traveling on the I-5 freeway. Presently, traffic to and from the San Diego region is at a frustrating crawl. Even on Saturdays the traffic is intolerable. Escalating gas prices and air polluting emissions demand that we have some relief now.

Transportation needs for the southland need to be addressed now. Please support this project.

Sincerely,

Julie Paule
31544 Tulette Lane
Winchester, CA 92596

1-24-08

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

27042 Calle Maria
Dana Point, Ca 92624

Philip E. Paule

January 23, 2008

Pat Kruer, Chairman
California Coastal Commission
45 Frernont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I think that the 241 toll road extension project should be approved.

I serve on the Eastern Municipal Water District Board of Directors in Riverside County. Our region is in desperate need of infrastructure and as an elected representative, I am impressed with the TCA's water quality plan that ensures all storm water runoff from the road will be treated and an additional two miles along the 1-5, which are untreated today, will be treated. This plan moves us forward as we deal with run-off both in the inland communities of Riverside County and the coastal communities of Orange County and is a model for others in our state.

I urge you to approve the 241 toll road extension project.

Sincerely,

Honorable Philip Paule, Director
Eastern Municipal Water District

31544 Tulette Lane • Winchester, CA 92596

AlacerCorp.

80 Iron, Foothill Ranch, CA 92610
(800) 854-0249 www.alacer.com

Ronald L. Fugate
President / Chief Executive Officer

January 22, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

To Whom It May Concern:

I am the CEO of a company in Orange County. The lack of transportation infrastructure is a critical limiting factor in my company's ability to attract and retain talented staff and will be a factor in my decision regarding longterm location of our company. The 241 is essential for the region.

The route planned for the road is a good compromise. It reflects environmental issues and will limit potential damage to wildlife and to quality of life for those near the route.

Please vote in support of completion of the 241.

Regards,
ALACER CORPORATION

Ronald L. Fugate
President / Chief Executive Officer

RLF:rma

Joseph D. Carruth
25466 Nellie Gail Road
Laguna Hills, CA 92653

January 24, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

This is in reference to the staff report that urged you to deny the 241 toll road completion. The people who wrote the report, while well meaning, clearly do not have a full understanding of the south Orange County and regional traffic situation. They appear to have examined the project only from an environmental standpoint while turning a blind eye to at least equally important other considerations.

First, the 241 completion plan is the most environmentally friendly feasible plan that has been proposed. Numerous agencies, including the Environmental Protection Agency, have agreed with the current plan. The plan will have minimal adverse impact on the environment and will in fact make some environmental improvements, such as diverting stormwater runoff from the 5.

Second, while your staff's proposal that we just widen the 5 is great in theory, it is impossible to implement in practice. There is no funding for an expansion (though the toll road has funding). An expansion of the 5 will cause the destruction of 1,2000 existing buildings (the toll road destroys none). An expansion of the 5 will not create an alternate route (though the toll road does create an alternate route).

The toll road makes sense, and we need it sooner rather than later. I hope you will draw your own conclusions and not follow the recommendation of your staff.

Sincerely,

Joseph D. Carruth

cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

207/099999-0071
879442.02 a01/24/08

Jan. 24, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont St., Ste 2000
San Francisco, CA 94105

RE: 241 Toll Road in Orange County

Dear Mr. Kruer,

I am writing to you to voice my support for the extension of the current 241 Toll Road in Orange County, California.

I travel the toll road from North San Diego County on a regular basis, and having the extension proposed would be very convenient.

Based on what I see, I believe that the TCA will build the Foothill-South very aesthetically, taking into consideration the sensitivity to the environment.

I very much welcome, and am appreciative, of the alternate routes from the congested roadways and freeways that these roads offer.

Yours Truly,
Janet Haines
PO Box 235092
Encinitas, CA 92023

James W. Thomas
Rancho Santa Margarita, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Freemont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

The purpose of this letter is to urge you to support the SR-241 Foothill South completion because we desperately need traffic relief! Traffic will only increase over the next twenty years.

This last 16 miles from Rancho Santa Margarita to San Clemente will also provide access to our beautiful coastline which should be equally and fairly available to ALL residents.

The EPA says the SR-241 will not harm our environment. Idling cars and wasting gas pollute the environment.

And lastly, the SR-241 is paid for by private funds (not the taxpayers) and it will not destroy 800 homes or businesses that widening the I-5 will do.

Please support the Foothill South project.

Sincerely,

James W. Thomas

cc: Governor Arnold Schwarzenegger
Fax No. 916-558-3160
U.S. Senator Dianne Feinstein
Fax No. 202-228-3954

John K. Thomas
Rancho Santa Margarita, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I recently moved to Rancho Santa Margarita. Although the community seems a little removed from the rest of Orange County, I fell in love with the surrounding area and looked forward to the proposed completion of the 241 toll way connecting to the Santa Ana freeway.

I feel this highway would be a direct benefit to the city of Rancho Santa Margarita and I highly encourage your support and approval.

Sincerely,

John K. Thomas

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Donna Varner
Mission Viejo, CA

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

Completing the Foothill-South Toll Road is a priority for all of Orange County. Traffic is getting worse. It's almost impossible to drive to and from San Diego during peak traffic times and most weekends using the I-5. If you are lucky, a trip that should only take 45 minutes from Mission Viejo to the San Diego county line is now taking over two hours, especially during the weekend summer months!

We need another alternative through this area. The southern California fires that occurred this past October was testimony that another route should be built to provide an alternative to the I-5. What will happen when the I-5 is closed during another emergency situation?

The Foothill-South Toll Road balances the needs of the traveling public and provides the most environmentally sensitive road possible. Please don't stop this project based on the distorted facts and misleading statements generated by organizations that are opposed to the project.

Sincerely,

Donna Varner

Donna Varner

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

January 25, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project ◆ which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Regards,

Timothy J. Santoni

ALLSTAR INVESTMENT MORTGAGE, INC.

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Paul D. Swanson, CEO/Broker

26492 Estanciero Drive • Mission Viejo, CA 92691
Office: (949) 837-8770 • Fax: (949) 916-8701

Albert J Strabic
7244 E. Pony Ct.
Orange, CA. 92869

January 25, 2008

Mr. Pat Kruer
Chairman Calif. Costal Commission
45 Freemont Street #2000
San Francisco, CA 94105

RE: SR-241

Dear Mr. Kruer

Both my wife and I use the toll roads in Orange County this allows us to take alternative routes and in many trips cut down the travel time, use of gas and in doing so, reduces emissions from our cars by having shorter travel times.

I work in Rancho Santa Margarita and use the SR-241 several times during my workday.

I urge you to support the completion of SR-241; it would be my opinion that once completed the SR-241 would reduce overall harm to the environment.

At my option I currently spend approximately $100.00 per month in tolls. I understand that the completion of SR-241 will paid for by private funds and not through additional taxes.

I have lived in California since 1977 and when issues of this type come up; I wonder how in the world did the I-5 to San Diego ever got built?

So again I request that you support the completion of the SR-241.

Thank You.

Al Strabic

Al Strabic

CC: Governor Schwarzenegger — Via Fax: 1-916-558-3160
Senator Feinstein — Via Fax: 1-202-228-3954

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Robert & Holly Taylor

ALLSTAR INVESTMENT MORTGAGE, INC.

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Doris A. Swanson, Corporate Secretary/Treasurer

26492 Estanciero Drive • Mission Viejo, CA 92691
Office: (949) 837-8770 • Fax: (949) 916-8701

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I believe you can care deeply about the environment and support the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Respectfully,

Name: Margaret A Greinke

Address: 16252 Jackson Ranch
Silverado, Ca
92676

January 24. 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Sir:

I urge you and the rest of the Commission approve the completion of the 241 Toll Road to the I-5.

The traffic through this area of Southern California is practically at a standstill irregardless of the time of day.

I have lived in San Clemente since 1986 following retirement. At that time if driving north during rush hour traffic I could drive almost 14 miles to the "Y" where the 405 split from the I-5 before the traffic would start backing up. Now its impossible to drive even 4 miles before the traffic is stopped. And it's the same going south. Having an alternate highway to the already jammed I-5 would provide a much needed relief for the all-day traffic jams.

With traffic constantly growing and the urgent need for alternate north/south highways its vital that the 241 Toll Road be completed as soon as possible.

Thank you for your favorable consideration.

Sincerely,

Margaret S. O'Rourke

Margaret S. O'Rourke
Management Consultant

January 20, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, Ca 94105

Dear Chairman Kruer,

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

I believe in conservancy as much as possible, but not at the expense of the safety and well-being of people. This solution seems to be the best for both sides. We need to do this as quickly as we can, as the traffic is noticeably different every month that goes passes.

Thank you,

Robin Gibbs
San Clemente, Ca.

rnmng@cox.net

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

24 January 2008

Dear Mr. Kruer:

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project which is estimated to cost more than $2 billion. In addition, widening I-5 will severely affect its traffic situation while the lengthy construction is in progress.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes. I am one of those drivers who commutes South every weekday.

Best regards,

Darren Keene

21821 Bellcroft Drive
Lake Forest, CA 92630

Michael Grandy
Lake Forest, CA

January 23, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

The growing rate of the population runs parallel with the growing rate of the traffic congestion. I say we halt this growth of traffic congestion. Already driving conditions are intolerable, why not make driving tolerable? This is why I think you should support the expansion of the Toll Road.

I already use the 241 and find there are many benefits of using it. I am able to get to my destination quicker. I prefer the Toll Road over the freeway because of its safety and efficiency. When commuting to and from destinations, the Toll Road certainly makes it easier. I like to know I can always count on the Toll Roads, especially when I am trying to get home to my family. It is important to me, as well as many others, that transportation routes are efficient and reliable.

Sincerely,

Michael Grandy

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Nancy Cho
Mission Viejo, CA

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

The other day, a neighbor of mine was complaining about how construction of the 241 toll road was going to destroy San Onofre State Park. I haven't followed the issue much, so I decided to get some more information. (My neighbor tends to exaggerate things.)

It turns out that a lot of people are exaggerating things. The toll road will hardly have any impact on San Onofre and the campgrounds there. Everything will remain open during construction, no camp sites will be destroyed, and the road will be several hundred feet away from the closest site. The road won't even go anywhere near the coastal camp ground.

My neighbor asked me to write to you to get you to oppose the project, but I see no reason to oppose it. I support it and I hope you will, too.

Respectfully yours,

Nancy Cho

Nancy Cho President, Mission Viejo Chamber of Commerce

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Jim Leach
Rancho Santa Margarita, CA

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I want to voice to you my concern about the growing traffic issues. During peak hours and even off peak hours, it is impossible to make it down the I-5 without hitting congestion and heavy traffic. Right now in the year 2008 the traffic is impossible, but what will the traffic be like in 2018 in ten years time? I do not even want to begin to imagine the conditions of the traffic by then or anytime after that.

This is why I want to tell you that there is no other solution but to expand the roads and make alternative routes of travel. It is necessary to put in the extension of the Toll Road, Foothill South in order to relieve the congestion in the troubled areas. If it is environmental issues you are worried about, the Transportation Corridor Agency (TCA) has assured that they will relieve traffic in an "environmentally sensitive way". The Foothill/Eastern Transportation Corridor Agency has spent six years and $17million working with federal and state research agencies to ensure protection of the natural resources of our environment. If there are no major environmental risks with this project then I think you should give the go ahead.

With a growing population, there is an increase in bodies, which means an increase in cars. At the rate it's at now, there is a desperate need for expansion. With TCA, we will be able to ensure that the expansion will be environmentally friendly.

Sincerely,

Jim Leach

Cc: Governor Arnold Schwarzenegger
Fax: 916.558-3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Duane Cave
Aliso Viejo, CA

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I was shocked when I read your staff report recommending that you deny approval of the 241 toll road plan in favor of widening I-5.

We all know what denying this project really means: There will be no traffic relief in South Orange County anytime in the foreseeable future.

Widening I-5 just won't happen. No one will support a project that takes out more than 1,000 homes and businesses. Plus there is no way that CalTrans and OCTA will fund such a project.

The toll roads are offering a cost-effective, reasonable alternative, but rabid environmentalists oppose it.

I guess we'll all have a lot of time to enjoy the beautiful wilderness from the 5 while we're sitting on it for hours on end.

Sincerely,

Duane Cave

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Jack Viney
West Covina, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

It's absurd thinking by some of these environmental groups in Orange County to say we need to "fix the I-5" and "save the Park." Who do they expect to "fix" the I-5? The state doesn't have the funds – that's why the Transportation Corridor Agencies was formed 20 years ago and exists today. They build roads the state cannot, and more than 300,000 cars use the roads each day. Can you imagine if they weren't built?

I don't understand why these groups believe widening I-5 would be a better alternative than building the Foothill-South toll road. Widening the I-5 would destroy hundreds of homes and businesses in our community, and still would not provide for the most important factor – an *alternative* route.

Please vote the right choice and allow the Foothill-South project to move forward.

Sincerely,

Jack E. Viney

Jack Viney

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Dana Davis
Irvine, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I recently read two editorials in the *Orange County Register* about legislators trying to block the Transportation Corridor Agencies from building the rest of the toll road. It seems like you might be our last hope to get the road built, but it also seems like you are ready to deny approval of it.

Since you live in Southern California, surely you have driven our roads, and surely you have been stuck in traffic. A lot. People would have to have their heads stuck in the sand to think there is not a transportation problem here. The argument that we shouldn't build roads because it might lead to more growth is ridiculous. Regardless of what happens tomorrow, we need roads TODAY—yesterday in fact!

Do not kill this project! If you do, traffic will only continue to get worse.

Thank you,

Dana Davis, Past President Mission Viejo Chamber of Commerce

Dana Davis

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Curtis Stanley
Rancho Santa Margarita, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I live in Rancho Santa Margarita and believe very strongly in completing the 241 toll road.

It is very easy to get to the major interstates going north, but to go south, it takes me at least 15 minutes to get to the freeway. I have to sit in traffic, starting and stopping, while my car spills exhaust. Being able to take the 241 to the 5 would save me lots of time and would reduce the exhaust coming from my car and those of my neighbors.

The toll road agency has chosen a plan that makes sense. It does not destroy any houses, doesn't pave over any streams, and won't harm wildlife. From what I understand, the toll road builders have specifically avoided nests and habitats of animals.

I hope that you will allow the road to be built for my benefit and tens of thousands of other people in south Orange County and elsewhere.

Sincerely,

Curtis Stanley

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Frank Wasko
Santa Ana, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer and Coastal Commission Members:

As a south Orange County resident, I read with frustration about the road blocks being used to stop the Foothill-South completion.

The Davis Amendment was written and passed by federal lawmakers who know nothing about the traffic problems we face each day while on the I-5. Why should they care? They don't drive our freeways. Most live hundreds of miles from us. So, why should they be in charge of our destiny?

These lawmakers are listening to the wishes of the environmentalists, who oppose the projects and make false, misleading statements about the project. It's a joke that a new slogan on one group's website states, "just follow the law," referring to the completely unethical anti-toll road Davis Amendment.

The Foothill-South toll road is a much-needed project that has gone through extensive and mandatory environmental reviews at both the state and federal levels. Please allow this project to move forward so it can contribute to our traffic relief – just like the current toll roads do.

Sincerely,

Frank Wasko

Frank Wasko

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Walt Storch
Irvine, CA

January 23, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I would like to ask the Coastal Commission to support the completion of the 241 Toll Road. After reviewing all the arguments for and against the project I agree that the completion of the toll road would be most beneficial. There is not adequate evidence or facts that would be a determining factor in stopping the build. The Transportation Corridor Agencies has done a phenomenal job planning and investigating this project. The project will relieve the congested I-5, protect our environment, and reduce air pollution.

The bottom line of the matter is the completion of the toll road is absolutely necessary. So please support the completion of the Foothill-South Toll Road.

Sincerely,

Walt Storch

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Greg Gantman
Irvine, CA

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I have heard a lot of surfers complain about the proposed toll road expansion, and I suspect that a lot of them are contacting you so you can stop the project.

I hope you won't.

The surfers claim that the road will destroy the San Mateo watershed, and will therefore ruin Trestles, their prized surfing spot. The road will do no such thing. The road will encroach on 0.02% of the watershed, and the water will still flow freely, meaning that there will be NO impact on Trestles.

The real reason the surfers don't like the plan is that it will increase access to the beach, and more people will have to compete for waves. I'm sorry, but a small group of surfers does not own that spot. More people should have access, and the people opposed to the road will just have to learn to share.

Sincerely,

Greg Gantman

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Mervin H. Anderson
Laguna Hills, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I live in Orange County and would like to see the 241 meet the 5. The current plan is more than reasonable. We are wasting time quibbling about inconsequential environmental issues. It is better to take out a few acres of scrub than people's houses.

We are all tired of sitting in traffic and need more roads, especially highways. I don't mind paying a toll as long as I get somewhere quickly.

Please approve these plans.

Sincerely,

Mervin H. Anderson

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Jesus R. Garcia

January 22, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

R. G. Vande Vrede

R. G. Vande Vrede
1506 Weymount Pl.
Santa Ana, CA. 92705

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I want to voice my concern about a matter coming before you of great importance. The Commission's action when the completion of the 241 Toll Road comes before you has tremendous ramifications now and in the future and can only be described as a growing traffic issue. During peak hours and even off peak hours, it is impossible to make it down the I-5 without hitting congestion and heavy traffic. Right now in the year 2008 the traffic is impossible, but what will the traffic be like in 2018 in ten years time? I do not even want to begin to imagine the conditions of the traffic by then or anytime after that.

This is why I want to tell you that there is no other solution but to expand the roads and make alternative routes of travel available. It is necessary to put in the extension (competition!) of the Toll Road, Foothill South in order to relieve the congestion in the troubled areas. If it is environmental issues you are worried about, the Transportation Corridor Agency (TCA) has assured that they will relieve traffic in an "environmentally sensitive way". The Foothill/Eastern Transportation Corridor Agency has spent six years and $17million working with federal and state research agencies to ensure protection of the natural resources of our environment. If there are no major environmental risks with this project then I think the Commission should give it the "go ahead".

With a growing population, simply put…there is an increase in bodies, which means an increase in cars. At the rate it's at now, there is a desperate need for expansion. With the TCA project, we will be able to ensure that the expansion will be environmentally friendly. Please look beyond the rhetoric and make a decision that is important to all of us. As a resident of Orange County and a regular user of the Toll Roads, I implore you to move the project along.

Sincerely,

Steve Hayman

Steve Hayman
6418 E. Nance Cir.
Orange, Ca.
714/532-4652

Cc: Governor Arnold Schwarzenegger
Fax: 916-558-3160

U.S. Senator Dianne Feinstein
Fax: 202-228-3954

Karla E. Houska
31331 Summerhill Court
Coto de Caza, CA 92679-4163

January 14, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South, the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve standstill traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. Many new communities have been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I trust you'll agree that it's time to invest in California's infrastructure

Sincerely,

Karla E Houska

Karla E. Houska

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas. In addition, if I understand the details correctly the federal government can overrule the state since the last segment of land will go through federal property, namely Camp Pendleton.

Roger Peterson

Carlsbad, CA

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Junelyn Peeples

January 23, 2008

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I would like to ask the members of the Coastal Commission to approve the certification for the 16 mile long Foothill Transportation Corridor-South Toll Road.

After reviewing all the arguments for and against this project, I agree that the completion of the toll road would be the most beneficial. I feel that the Transportation Corridor Agencies have done a superior job in planning for this project.

The addition of these much needed lanes will help relieve congestion on the I-5 freeway, while protecting our environment and reducing air pollution.

Please support the completion of the 241 Foothill-South Toll Road.

Sincerely,

Erik K. Weigand
Costa Mesa, CA

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Kruer

Will you please approve the final leg of the 241 toll road?

We all know there are well meaning people on both sides of this issue, but as one who was initially against the 73 toll road many years ago but am now very much in favor of the 73, I must admit I was wrong! After seeing some of the many benefits of the 73, including reducing a lot of traffic, congestion and smog through the City of Laguna Beach, I am in favor of building as many "well planned" roads as possible to keep things moving (less traffic, less polution, more choice, etc.).

Instead of the slogan from those opposing the final leg of the road "Save Trestles", maybe, as my son has suggested, the goal should be to "Build More Trestles" which will carry the well planned 241 extension through to the 5.

Thank you for your time,

Jeff Tiss

31152 Via Cristal,

San Juan Capistrano, CA 92675-2916

Cell: 949.422.1301

January 23, 2008

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am writing to urge your support for the completion of the 241 toll road.

With demand on the I-5 freeway reaching its capacity, the need to address the current situation and find an adequate resolution, is imperative to avoid future gridlock.

After reviewing the arguments for and against this project, it is clear that extending the 241 is crucial for the residents of Orange County. Completion of this project will relieve congestion on the I-5 and is appropriately sensitive to the impact on our local parks and beaches.

As a frequent commuter on Southern California roads, I feel that it is essential that we spend money now to address our transportation needs and plan for the future. TCA's private-public partnership is an ideal method of funding these road improvements without increasing our state or federal tax burden.

Please vote to finish this project. Your vote is a start in getting some immediate relief.

Sincerely,

Tiffany Delepine
Resident, Huntington Beach

| 16902 Lynn St. #2, Huntington Beach Ca, 92649 - hm: (714) 380-9400

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Kirk Merriman
24796 Rochelle Lane
Lake Forest, CA 92630

GAIL CLIFFORD HUTTON
16761 CORAL CAY LANE
HUNTINGTON BEACH, CA 92649
(562) 592-9947

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

1-22-08

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Gail Clifford Hutton

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I believe you can care deeply about the environment and support the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Respectfully,

Name: Michael Segal

Address: 901 VIA LIDO SOUD
NEWPORT BEACH, CALIF
92663

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,

Name: Janet Lynn Joseph

Address: 901 Via Lido Sud
Newport Beach, CA 92663

Peter E. Jonker
2735 Victoria Drive
Laguna Beach, CA 92651-3950

22 January, 2008
Re: Extension of 241 Tollroad

California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Kruer and members of the Commission:

I am a life-long environmentalist and preservationist and my usual positions include the support of almost all projects that will preserve or create open space, parks, green belts, etc. In the case of the extension of the 241 tollroad, that bent would have meant opposition to the extension of that road. However, open space and related issues are not the only variables involved in your decision regarding this project. As a former member of the South Coast Air Quality Management District's Advisory Council, and a five-term member of the US EPA's Clean Air Act Advisory Committee under two Administrations, I have focused my professional life of nearly 40 years on the improvement of air quality.

After living in Orange County for the last eight years and watching the traffic here get downright ugly, I am convinced that the extension of the 241 tollroad is the lesser of two evils. I therefore support this project strongly. It will have a minimal negative impact on the campground at the north end of Camp Pendleton, but will have a huge positive impact on the flow of traffic in OC, which in turn will engender major air quality benefits.

Traffic flow along the I-5, with its stop-and-go character much of the day, creates large amounts of NOx emissions (a precursor to ozone formation) as cars accelerate numerous times in this kind of traffic. In addition, all the braking that motorists do in stop-and-go traffic puts a lot of brake-lining dust in the air, which dust contains asbestos that damages lungs and contributes to the incidence of mesothelioma. Gasoline consumption on a per mile basis goes up significantly in this kind of traffic as well and that, too, is something we cannot afford as we continue to import nearly two-thirds of our crude petroleum.

For the overall benefit of the environment I urge you to approve the extension of the 241 tollroad.

Respectfully,

Peter E. Jonker

Vicky Separa
26662 Alicante Drive
Mission Viejo, CA 92691

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Chairman Kruer:

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Vicky Separa

Mrs. Vicky Separa

Anahita Nemat
8071 Garfield Ave Apt 22
Huntington Beach, CA 92646
January 22, 2008

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

As a resident of Huntington Beach I feel that Orange County is in desperate need for additional transportation infrastructure. Everyday, traffic on the I-5 continues to worsen and a solution to traffic relief is as important as ever. For work purposes I'm all over Orange County and travel down to San Diego frequently.

Extending the 241 will help. I urge your Commission to support the toll road completion. Not only will this make me more efficient at work (because if I need to travel from Rancho Santa Margarita to San Diego County I will save a lot of time), but it will help alleviate traffic for those people who frequently travel those areas.

I have been living in Orange County for over 20 years and I have witnessed this County's population boom exponentially over the years. We need to improve transportation in this County desperately. Not only looking out for the best interest of the current residents, but forecasting the future needs.

I want this road to become a reality.

Sincerely,

Anahita Nemat
High Propensity Voter and Long Time Orange County Resident

Foxx Printing Solutions

From: jseaton@thetollroads.com
Sent: Tuesday, January 22, 2008 9:32 AM
To: info@foxxprintingsolutions.com
Subject: RelieveTraffic.org - Support 241 Toll Road

Thank you for supporting the completion of the 241 Toll Road. We strongly encourage you to take a moment to send your comments to the Coastal Commission as snail mail:

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Thank you again for your support.

Here was the message sent to the commissioner from you:

The 241 is a no-brainer for anyone who drives the I-5.

Please take us (the motorist) in consideration, I vote yes to finish this project. As a business Owner, my deliveries to those areas are delayed for the traffic, therefore I support the construction of 241 Toll Road.

Thank you & hope this counts.

Yaneth Ojeda

GAIL CLIFFORD HUTTON
16761 CORAL CAY LANE
HUNTINGTON BEACH, CA 92649

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

1-22-08

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Gail Clifford Hutton

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

J. W.

James N. Werlein
23001 Via Cruz
Laguna Niguel, Ca 92677
jimwerlein@cox.net

January 21, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I concur with the expansion of the 241. It is a good decision to build, especially for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Sincerely,

Bruce Carlin
138 Alicante Aisle
Irvine, CA 92614

GAIL CLIFFORD HUTTON
16761 CORAL CAY LANE
HUNTINGTON BEACH, CA 92649

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

1-22-08

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than $2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

Gail Hutton

DAVIELLE PANZULLO

2945 PLAYER LANE • TUSTIN RANCH, CALIFORNIA 92782
DAVIELLEPANZULLO@YAHOO.COM

January 23, 2008

Via U.S. Mail

Re: Expansion of the 241 Toll Road

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I am writing to you in support of extension of the 241 Toll Road. I feel that it is irresponsible that Southern California lawmakers allowed the development of new home tracts (i.e., Corona, Murietta, etc.) while allowing the infrastructure to remain the same. This has had a negative bearing on those living in Orange County, since many of those Riverside homeowners travel to our area for work. Not only do they constantly congest the 91 freeway, but they also have a negative impact on businesses here, as the Riverside-ians are frustrated, aggravated, and tired from the commute, impacting co-workers and customers.

Please consider the positive impact this expansion will bring to everyone.

Thank you for your consideration.

Davielle Panzullo
Tustin Ranch Homeowner
714-396-3652

Jerry Dino
20095 Rogers Drive
Orange, CA 92869
714-923-1310

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

January 23, 2008

RE: Support of the 241 Toll Road Extension

Dear Sir or Madam,

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project o?= which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Regards,

Jerry Dino

January 21, 2008
4253 Admirable Drive,
Rancho Palos Verdes,
CA 90275-6033

California Coastal Commission,
Chairman Patrick Kruer,
45 Fremont Street, Ste 2000
San Francisco, CA 94105

Re: Extension of the 241 Toll Road in Orange County

Dear Mr. Kruer,

The 241 South Toll Road extension needs to be built before southern Orange County ends up in gridlock. The route as been carefully selected and the environmental impact is minimal. We can't wait until the I5 freeway becomes another 91 Freeway which is almost a virtual parking lot.

Our son and family, along with several good friends live in southern Orange County and we go there frequently. We are among those who would be adversely impacted if the 241 South is not built.

Thank you for your consideration of these remarks.

Very truly,

Gary E. Kinnett

January 21, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of thee agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Gail L. Huitt

Gail L. Huitt

January 19, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Kruer,

Completing the 241 south from OSO to the I-5 is a no-brainer for anyone who drives the I-5. Although it was delayed due to environmental issues, the 73 has had a significant positive impact on commute times for those commuting south from the Newport Costa Mesa area or north from south Orance County to the former. The 241 is only half baked. No pun intended. There simply is no good way to get around the traffic crunch at and south of the 133 and 405/I-5 interchange other than to take OSO or worse cut across to Ortega Hwy. It makes sense to complete the road. Obviously there was plenty of planning and forethought that went into the 241. Let's approve and finish it so we can take advantage of what the designers had in mind.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Please don't sit on this any longer. Vote to complete the 241.

Blue skies and faster commutes to San Diego,

David Burrows

David Burrows

cc: email

RODD FLUEGGE
2345 S. EL CAMINO REAL SAN CLEMENTE, CA. 92672
949-492-1596

Dear sirs and madams,

I was shocked when I read your staff report recommending that you deny approval of the 241 toll road plan in favor of widening I-5.

We all know what denying this project really means: There will be no traffic relief in South Orange County anytime in the foreseeable future.

Widening I-5 just won't happen. No one will support a project that takes out more than 1,000 homes and businesses. Plus there is no way that CalTrans and OCTA will fund such a project.

The toll roads are offering a cost-effective, reasonable alternative, but rabid environmentalists oppose it.

I guess we'll all have a lot of time to enjoy the beautiful wilderness from the 5 while we're sitting on it for hours on end.

Sincerely,

Rodd Fluegge

Rodd Fluegge

28 Calle Portofino
San Clemente, CA 92673

January 25, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Freemont Street #2000
San Francisco, CA 94105

Mr. Pat Kruer, Chairman

I am writing to let you know that I am strongly in support of the completion of SR-241. The Foothill South provides access to our coastline and according to the EPA, SR-241 will NOT harm our environment and will stop current waste flow onto the park and beach. I urge you to show support of the completion of the SR-241.

Sincerely,

Tracy Hua

CC:
Governor Schwarzenegger 916-558-3160
Senator Feinstein 202-228-3954

Chairman Pat Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am writing you today to urge you to approve the certification and coastal permit for the completion of the Foothill Transportation Corridor-South Toll Road. Please reject your staff's recommendation that widening of the I-5 freeway is a viable option.

The State of California is currently facing a major budget crisis. This fiscal predicament does not allow funding for our transportation infrastructure. The proposed project accommodates projected increased traffic capacity for the area and provides an alternate route to I-5.

I wholeheartedly disagree with your staff's findings that the condemnation of more than 1,000 homes and business is a preferable alternative for a project for which there are no tax dollars earmarked. Completion of the 241 toll road is funded by a public-private partnership and preserves scare tax dollars and it meets the needs of commuters.

Please join me in supporting this much needed project.

Sincerely,

John Lewis

4204 E. Townsend Ave.
Orange, CA 92867

January 20, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Re: 241 Toll Road completion

Dear Chairman Kruer:

As a native Californian, I deeply care about the quality of life in my home state. Although the environment is very important to me, I have come to support construction of the last few miles of the 241 Toll Road.

Although I was first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for both people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Cathleen Garite
27509 Via Sequoia
San Juan Capistrano, CA 92675

Dignity™ Memorial

Eternal Hills

FD234

MEMORIAL PARK, MORTUARY and CREMATORY

Mr. Pat Kruger – Chairman
California Costal Commission
45 Freemont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruger,

The purpose of this letter is to urge you to support the completion of SR-241 Foothill-South. Traffic will only increase over the next twenty years, and this extension will ease congestion to South Orange County and North San Diego County.

The last 16 miles of SR-241 from Rancho margarita to San Clemente will provide access to our beautiful coastline which should be equally and fairly available to ALL residents.

According to the EPA SR-241 WILL NOT harm our environment, while idling cars struck in traffic cause pollution. Moreover, installation of water filters on I-5 will stop current waste flow onto the park and beach.

In the event of an emergency, this road will provide access for emergency response vehicles as well as an additional evacuation route.

Lastly, SR-241 is paid for by private funds (not the tax payers) and will not destroy 1,100 homes or businesses that widening the I-5 will do.

Please support the Foothill-South project, it is vitally needed.

Debra A. Allen

Debra A. Allen
General Manager

1999 EL CAMINO REAL • OCEANSIDE, CALIFORNIA 92054 • (760) 754-6600

Anthony Watson
Laguna Hills, CA 92653

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

The growing rate of the population runs parallel with the growing rate of the traffic congestion. I say we halt this growth of traffic congestion. Already driving conditions are intolerable, why not make driving tolerable? This is why I think you should support the expansion of the Toll Road.

I already use the 241 and find there are many benefits of using it. I am able to get to my destination quicker. I prefer the Toll Road over the freeway because of its safety and efficiency. When commuting to and from destinations, the Toll Road certainly makes it easier. I like to know I can always count on the Toll Roads, especially when I am trying to get home to my family. It is important to me, as well as many others, that transportation routes are efficient and reliable.

Sincerely,

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Danielle Mahan
435 E. Riverview Avenue
Orange, CA 92865

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am writing to ask you to support the 241 toll road extension project. The thousands of drivers that will use this road would otherwise be on the already congested interstate 5.

My family I are some of those drivers that would rather take the toll road.

I urge you to approve the 241 toll road extension project.

Respectfully yours,

Danielle Mahan

Stephanie Basakis
28612 Ave. Placida
San Juan Capistrano CA 92675

January 23, 2008

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am writing to ask you to support the 241 toll road extension project. The thousands of drivers that will use this road would otherwise be on the already congested interstate 5.

My family I are some of those drivers that would rather take the toll road.

I urge you to approve the 241 toll road extension project.

Respectfully yours,

Timothy and Alanna Psomas
601 North Bayfront
Balboa Island, CA 92662

949 / 673-7507

January 25, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Timothy Psomas

January
~~February~~ 23, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

Deanna

Deanna S. Slagle
912 Via de Angeles
San Clemente, CA 92672

January 28th,2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Kruer

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project of which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Susana Kay

Susana Kay,DDS

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street Suite 2000
San Francisco, CA 94105

January 28, 2008

Dear Chairman Kruer:

I urge the Coastal Commission to reconsider the decision to oppose the completion of the 241 Tollway from Oso Parkway to San Clemente for the following reasons:

- Orange County continues to gain population. There are plans for an additional 14,000 homes in Rancho Mission Viejo, plus additions to other developments. We need the Tollway to alleviate the stress these new residents will place on our already overloaded freeways.
- I have read the material expressing the pros and cons of the road – I believe that the environmental impact issues have been satisfactorily addressed and that the environmental impact of the 241 Tollway will be minimal.
- The alternative of widening I-5 through San Clemente is not a viable solution to the problem. Even if the freeway were to be widened, the impact of the hills through San Clemente would still cause traffic to back up in both directions. People simply don't keep their speed up when they hit the hills, and that causes an accordion effect backing traffic up to the El Toro "Y" during the summers.
- Has anyone considered what the environmental impact of widening I-5 would be, and how it would affect the surf at Trestles? The 5 would have to widened all the way through Camp Pendleton to prevent another bottleneck.

Thank you for your consideration.

Don Lemly

Don Lemly
156 W. Avenida Cadiz
San Clemente, CA 92672-4246

Cc: Sen. Dianne Feinstein

1/21/08

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Freemont Street #2000
San Francisco, CA 94105

Mr. Kruer,

As a 9 year resident of San Clemente, I am in complete support of the extension and completion of SR-241. This will ease the current traffic issues we are facing with the only access north via highway 5. I have been watching the progress and following the arguments as to the impact to the environment, and do not believe that there is any evidence that there will be any waste flow to the park and beach.

I am excited to know that there will be less congestion on the highway 5 and also an alternative route to both Irvine and the Inland Empire. This will save not only time, but fuel as it is a quicker trip to the north. Being that this project will not only be paid for by private funds as well as give $100 Million to the state park system, this seems to be a no brainer for California.

I am a business owner and will soon be employing over 30 people in a business location in northern Mission Viejo. This toll road will not only help my employees with quicker access to my clinic, but allow our clients a much easier route which will save thousands of gallons of fuel. Annually.

Please understand that my one letter represents at least a dozen other supporters as well.

Sincerely,

ERic Hua
Massage Envy Day Spa. Owner
949-842-1224

CC: Governor Schwarzenegger
Senator Feinstein

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Mr. Chairman Patrick Kruer,

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, California. The studies I've seen indicate that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. It seems obvious that Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

When comparing other options for traffic relief I think the Foothill-South solution makes the most sense. The widening of I5 solution requires the removal of 838 homes and 382 businesses. Not to mention there appears to be no funding earmarked for the project, estimated to cost more than $2 billion. Foothill-South will encourage tourism by making it easier to visit California's coast. Foothill-South will also make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Thank you for you consideration.

Sincerely,

M. D. Watson

Mike Watson.

RODS TREE SERVICE

P.O. Box 3897 • San Clemente, California 92674 • (949) 492-0657

Richard R. Rodriguez License No. C61-554178

Dear Coastal Commissioners,

I have heard a lot of surfers complain about the proposed toll road expansion, and I suspect that a lot of them are contacting you so you can stop the project.

I hope you won't.

The surfers claim that the road will destroy the San Mateo watershed, and will therefore ruin Trestles, their prized surfing spot. The road will do no such thing. The road will encroach on 0.02% of the watershed, and the water will still flow freely, meaning that there will be NO impact on Trestles.

The real reason the surfers don't like the plan is that it will increase access to the beach, and more people will have to compete for waves. I'm sorry, but a small group of surfers does not own that spot. More people should have access, and the people opposed to the road will just have to learn to share.

Yours,

Gloria J. Rodriguez

Gloria Rodriguez

Chris Fluegge
949-492-1596

Dear sirs and madams,

I was shocked when I read your staff report recommending that you deny approval of the 241 toll road plan in favor of widening I-5.

We all know what denying this project really means: There will be no traffic relief in South Orange County anytime in the foreseeable future.

Widening I-5 just won't happen. No one will support a project that takes out more than 1,000 homes and businesses. Plus there is no way that CalTrans and OCTA will fund such a project.

The toll roads are offering a cost-effective, reasonable alternative, but rabid environmentalists oppose it.

I guess we'll all have a lot of time to enjoy the beautiful wilderness from the 5 while we're sitting on it for hours on end.

Sincerely,

Chris Fluegge

Chris Fluegge

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

Please vote to extend the 241 to I-5. I have personally walked the area from Hwy 5 to the beach and do not see how there will be any significant impact on that area to the beach. While inland areas may be affected, there still is a vast amount of open space with similar environment. I'm confident of the controls that would be used to mitigate direct impact on the creek.

Don't be mislead by people and interests that have no direct stake in the outcome!!

The reduced traffic time, shorter routes and the efficiency of vehicles moving at reasonable rate make the extension the environmentally sound decision.

Thank you
Respectfully,

Brent Duggleby
21472 Camino Trebol
Lake Forest, CA 9263

Chairman Kramer

I live in Capistrano Beach and drive the 5 and 241 Toll Roll a lot. The Traffic on the 5 has got so heavy that its Stop on go on the Week Ends and very Slow during the Week. I Support the Completion of the 241 South to the I 5. after looking at all the environment issue I feel this is the Best Solution

Thank you

William P. Stokes
Capistrano Beach, Ca.

LINCOLN CLUB OF ORANGE COUNTY
Limiting Government. Expanding Freedom

PO Box 8095 Newport Beach, CA 92658
tel 714.505.0115 fax 714.505.0119
www.lincolnclub.org
membership@lincolnclub.org

January 24, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

RE: Support for completion of the 241 Toll Road

Dear Chairman Kruer:

I am writing to express the Lincoln Club of Orange County's support for the completion of the 241 Toll Road and urge your approval of the project on Feb. 6th.

The Lincoln Club of Orange County is an organization of nearly 300 executives, professionals, and business owners who believe the fundamental principles of individual liberty, limited government, and lower taxes. Because the Lincoln Club strongly believes in limited government, we wholeheartedly endorse the concept of toll roads and public-private partnerships, backed by user fees, as a way to build badly needed highways without raising taxes.

Completing this missing link in our highway system will facilitate the movement of goods and help boost economic growth in the region. Traffic congestion costs businesses and commuters billions of dollars in wasted productivity and increases pollution from idling cars. Decades of studies have concluded that this project will significantly improve traffic ***and*** the environment by implementing mitigation measures that will clean runoff and reduce pollution. We see no logical reason for the Coastal Commission to oppose this project, and urge your support of it on Feb. 6th.

Sincerely,
LINCOLN CLUB OF ORANGE COUNTY

Richard K. Wagner
President

cc: Hon. Lance MacLean, Chairman, Foothill/Eastern Transportation Corridor Agency

Seaside Chiropractic

Dear Coastal Commission,

After reading about the history of the 241 toll road and all the work that has gone into finding a way to extend it to Interstate 5, I am satisfied with the current proposal. This route will not take out any homes, and it will have very little impact on the surrounding wildlife.

Orange County's toll road agency has been very sensitive to the environment in its past projects. They maintain a nature preserve and build roads in ways that respect wildlife. This includes providing crossings for animals so they don't need to run across the road.

Southern California needs more roads, and I hope you will approve plans for this one.

Sincerely,

Dr. Wayne Greathouse

130 Ave. Cabrillo, Suite C
San Clemente CA 92672
(949)481-8282 Fax: (949)218-6303

Introductions Unlimited Inc.

Dear Coastal Commission,

I used to be vehemently opposed to the toll road project. Another road would be nice, but I was sure that the road would be built without any consideration for the environment, since that's what usually happens when people want to make money.

However, after following the toll road plans very closely for years, I have to say that I'm impressed with the solutions the Transportation Corridor Agency has come up with. Some of the routes they initially proposed would have been disastrous, but the one they settled on will have very little impact on plants, animals or people.

The road will have 15 undercrossings for animals, plus fences to keep them away from the road. The road was realigned to avoid the habitats of rare animals. There will be soundwalls at campsites and paths for people to use while hiking. The road won't block access for anyone.

The toll road looks like a win-win situation for everyone, and I hope you will not stand in its way.

Sincerely,

Bill Peverill

425 Calle Robles San Clemente, CA. 92672
949-492-6000

Carlos Auto Repair 1

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

Please vote yes on the extension of the Toll Road. I feel it necessary that this project be passed because of the positive effect it will have on our community. There have been many other proposals to fix this traffic "problem", but none have been more appealing than the Toll Road project. The impact it will have on congestion, community, and environmental will be phenomenal. First, the traffic congestion will be lowered to a 3.2% from where it is now at 15.9%. We are talking big numbers here. Secondly, there will be no homes or businesses displaced. And lastly, over 20 locations in the study area circulation system will benefit and the air quality would improve.

Without this addition, there would be many issues our community might face in the near future. By 2025, 15.9% of traffic on the I-5 will be congested and there will be a decrease in mobility. Air quality will get worse and the traffic will just continue to get worse every year.

Clearly, the expansion of the Toll Road will improve this traffic "problem" in the community. Please vote yes on the extension of the Toll Road.

Sincerely,

Arturo Oramendy

CARLOS AUTO REPAIR
151 Avenida Navarro
San Clemente, CA 92672
(949) 369-0327

Jeff Cook

Dear Sirs and Madams:

We have a traffic problem in Orange County. I can't go anywhere without it taking twice as long as it should. We need more roads, and we need them now.

The existing toll roads in Orange County carry more than 300,000 cars a day. That's 300,000 cars that are getting places FAST and not sitting in traffic, belching exhaust, fumes and metals into the environment. Without the toll roads, those cars would be crowding the freeways, just like hundreds of thousands of other cars already do.

Finishing the 241 will relieve even more traffic as cars that would normally crawl along on the 5 can instead take the 241 from northern San Diego County.

I don't understand why people claim this road is bad for the environment when all it will do is relieve traffic congestion, one of the worst polluters we have.

Thank you,

Jeff Cook

2345 S. El Camino Real
San Clemente, CA. 92672
492-1596

Introductions Unlimited Inc.

Dear Commissioners,

The other day, a neighbor of mine was complaining about how construction of the 241 toll road was going to destroy San Onofre State Park. I haven't followed the issue much, so I decided to get some more information. (My neighbor tends to exaggerate things.)

It turns out that a lot of people are exaggerating things. The toll road will hardly have any impact on San Onofre and the campgrounds there. Everything will remain open during construction, no camp sites will be destroyed, and the road will be several hundred feet away from the closest site. The road won't even go anywhere near the coastal camp ground.

My neighbor asked me to write to you to get you to oppose the project, but I see no reason to oppose it. I support it and I hope you will, too.

Respectfully yours,

Jan Peverill

Jan Peverill

425 Calle Robles San Clemente, CA. 92672
949-492-6000

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is desperately needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project which is estimated to cost more than $2 billion. I my opinion there well NEVER be the political will or funding to widen I-5 through the beautiful costal communities in South Orange County. There is also no viable rail option to improve transportation in the area (The California High Speed Rail Commission has chosen the inland route along I-15).

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes. As a daily toll road user I love the option of paying to use a toll road to get home faster.

Sincerely,

Mario Montes

Michelle G. Montes
MICHELLE G. MONTES

Trabuco Canyon, CA

18 January 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman Patrick Kruer,

Patrick, first I would like to wish you a happy new year and express my support to you and your Commission in the complexity of the decisions that you make on our behalf.

Relative to the extension of the 241 toll road to the I-5 freeway, I am potential user of the 241 extension to the I-5.

I live in South Orange County and had to take a job in North San Diego County. My wife is also employed and she works in the central part of Orange County.

The net result is that we both need to travel a considerable amount and the efficiency of our travel is not only important to us, it is important to today's environment and to the long term stability of the world.

I view the 241 toll road extension as an environment improvement. It will lower the time and distance that I need to travel, which will reduce the amount of non-renewal energy that I am required to consume in order to support my employment.

I request you consider the environment and social benefits that the 241 toll road extension will enable in considering your decision.

Thanks,

Ric VanderMeulen
31 Golf Ridge Dr
Dove Canyon, Ca. 92679

January
~~February~~ 23, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Ken

Kenneth A. Slagle
912 Via de Angeles
San Clemente, CA 92672

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Cathy Rode
2938 Calle Grande Vista
San Clemente, CA 92672

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Chairman and Commissioners:

SUBJECT: Extension of the current 241 Toll Road in Orange County, CA

I wish to express my support – and asking for yours - for the extension of the current 241 Toll Road in Orange County, California that connects R-91 Oso Parkway and needs to be extended South to R-5 in San Clemente. I am concerned that slow and congested traffic is causing more pollution, will be less efficient, will cause more accidents, will increased the cost of commute time, and will cause more traffic internal to our city streets. Without improved throughways and freeways, including Foothill-South [and several others in Orange County for that matter] our Quality of Life will deteriorate. This is my view based on my 25-year experience in Mission Viejo, CA.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times. Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project, which is estimated to cost more than $2 billion. However, also consider that in the future we may indeed need both of these project options.

Foothill-South will make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state. Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,

Ebbe R. Skov
25652 Santo Drive
Mission Viejo, CA 92691
{949-951-5707]

Carlos Auto Repair 1

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

The growing rate of the population runs parallel with the growing rate of the traffic congestion. I say we halt this growth of traffic congestion. Already driving conditions are intolerable, why not make driving tolerable? This is why I think you should support the expansion of the Toll Road.

I already use the 241 and find there are many benefits of using it. I am able to get to my destination quicker. I prefer the Toll Road over the freeway because of its safety and efficiency. When commuting to and from destinations, the Toll Road certainly makes it easier. I like to know I can always count on the Toll Roads, especially when I am trying to get home to my family. It is important to me, as well as many others, that transportation routes are efficient and reliable.

Sincerely,

Arturo Arremendi

Miguel Carlos

RODS TREE SERVICE

P.O. Box 3897 • San Clemente, California 92674 • (949) 492-0657

Richard R. Rodriguez

License No. C61-554178

RECEIVED

JAN 3 0 2008

CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

In 2008, the need for additional transportation infrastructure is more important than ever. This is what brings me to this letter. I feel that in order to fill this need, it would be appropriate to allow the Foothill-South project to commence. The bottom line is this community desperately needs some type of traffic relief. We do not want conditions to worsen from the county line to El Toro Road. The truth is the traffic will only get worse on the I-5. I certainly am not looking forward to when the traffic thickens.

There are minimal impacts, which are outweighed by the results and success of the project. I believe it is in your best interest to pass the "go ahead". As a new year, it is time for change and progress. Let's start the New Year off right. I hope this encourages you and your colleagues on the Coastal Commission to approve the plans for Foothill-South.

Sincerely,

Rod Rodriguez

January 27, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project ◆ which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Sincerely,
Greg Kaput

Fallbrook, CA

Julia Mouser
14422 Grassmere Lane
Tustin, California, 92780

January 28, 2008

Via Fax to 415.904.5400 & U.S. Mail
California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Approving the Foothill-South (241) Toll Road

Dear Chairman Kruer:

One of the reasons I live in Tustin, in Orange County, is the beautiful surroundings and the native habitat of wildlife. I have lived in Orange County since 1964. I have seen the orange groves give way to urban development. The terrible traffic and congestion is changing. Since the opening of the various Toll Roads, travel has become much easier. I fully support of completing the Foothill-South (241) Toll Road and I send you the following letter in this regard.

I've seen the plans and notice how the Transportation Corridor Agency (TCA) is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

I am confident that the TCA has taken care to minimize the toll road's impacts. The road will most definitely relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road. Thank you for your time and consideration!

Regards,

Julia Mouser

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Carolyn Stokes
Capistrano Beach, Ca.

Mark Howmann
13 Ashton
Mission Viejo, CA 92692

January 27, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered $100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Mark Howmann

January 28, 2008

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

I am writing regarding the proposed Orange County toll road (Highway 241) that ends in the San Onofre region. I have lived in San Diego County more than 35 of the past 50 years, and while temporarily residing in the Bay Area, hope to return (or retire) back home in Oceanside when the opportunity presents itself.

San Onofre is a unique and beautiful state beach. I've camped at the beach and visited it for day use. It's also an essential part of the buffer between Los Angeles and San Diego sprawl.

That said, I am writing to **strongly urge the commission's support for the proposed toll road,** for two reasons: it's badly needed, and the environmental impacts are minimal.

First, Orange County and Northern San Diego badly need additional highway capacity linking homes to jobs in Los Angeles and northern Orange County. These areas will continue to have additional homes built, because they are among the very few places left to create homes within 10 miles of the Southern California coast. Not building houses means housing shortages that push housing prices further out of reach of first-time buyers, or long commutes from Riverside County that only add to pollution.

Traffic is already terrible and will get much worse during the period it would take to build the highway. As a onetime Metrolink commuter, it's a great alternative, but it won't solve all of the transportation needs of the region. Traffic backups mean more smog and wasted gas.

Second, the planners have complied with all relevant state and federal environmental procedures. There is no impact on the beaches and facilities west of I-5, and the planners have worked hard to mitigate impacts east of I-5, and to prevent significant damage to wetlands, runoff, water quality and wildlife.

You will get many hysterical letters from citizens decrying how Highway 241 will hurt "San Onofre State Beach." I urge you to read them carefully to make sure that people understand that it's only the inland San Mateo campground and not any of the beach campgrounds or day use areas that are being affected.

It is not possible to build anything anywhere without having some impact, but this project works hard to preserve the most precious part of San Onofre State Beach — that part within 1,000 of the surf. I encourage the commission to approve the project without further delay.

Sincerely,

Joel West, Ph.D.
6616 Neptune Court
San Jose, CA 95120

Elizabeth Viney
West Covina, CA

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

Please support the completion of the 241 Toll Road. The Foothill/Eastern Board proposes a plan that will meet the needs of the traveling public, while at the same time it will be environmentally friendly. This last project is important in providing an alternative route to the I-5. This "environmentally friendly" plan will maximize the open space and wild-life connectivity, while avoiding sensitive habitat areas. I support this plan, as well as many others from the community. We see there is a problem with the traffic and we want it to be fixed in an environmentally friendly way, which would be the extension of the 241 Toll Road.

The Governor has endorsed this worthwhile project to both ease our traffic congestion and help our environment. I want this road to become a reality. Please support the completion of the 16-mile project known as Foothill-South.

Sincerely,

Elizabeth Viney

Elizabeth Viney

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Allison Thomas
Rancho Santa Margarita, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I live in Rancho Santa Margarita and believe very strongly in completing the 241 toll road.

It is very easy to get to the major interstates going north, but to go south, it takes me at least 15 minutes to get to the freeway. I have to sit in traffic, starting and stopping, while my car spills exhaust. Being able to take the 241 to the 5 would save me lots of time and would reduce the exhaust coming from my car and those of my neighbors.

The toll road agency has chosen a plan that makes sense. It does not destroy any houses, doesn't pave over any streams, and won't harm wildlife. From what I understand, the toll road builders have specifically avoided nests and habitats of animals.

I hope that you will allow the road to be built for the benefit of myself and tens of thousands of other people in south Orange County, and elsewhere.

Sincerely,

Allison Thomas

Allison Thomas

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Catherine Viney
West Covina, CA

Mr. Pat Kruer, Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer:

I am writing in hopes that you will approve the plan to extend the 241 toll road to the I-5.

I do not understand the environmentalists' outcry about this plan. The toll road agency chose the current alignment with input from the United States Environmental Protection Agency, Fish & Wildlife, Army Corps of Engineers, among others.

This plan will not disrupt the park or campgrounds, and in fact will improve access for people wishing to use the facilities.

The toll road has been very responsible in building its past roads, and it is being responsible this time, too. Please do not block this project. We need more travel options.

Sincerely,

Catherine Viney

Catherine Viney

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Niall Viney
West Covina, CA

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

The growing rate of the population runs parallel with the growing rate of the traffic congestion. I say we halt this growth of traffic congestion. Already driving conditions are intolerable, why not make driving tolerable? This is why I think you should support the expansion of the Toll Road.

I already use the 241 and find there are many benefits of using it. I am able to get to my destination quicker. I prefer the Toll Road over the freeway because of its safety and efficiency. When commuting to and from destinations, the Toll Road certainly makes it easier. I like to know I can always count on the Toll Roads, especially when I am trying to get home to my family. It is important to me, as well as many others, that transportation routes are efficient and reliable.

Sincerely,

Niall Viney

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

Jan 23, 2008

It is getting impossible to Drive from Encinitas to Irvine. Please Complete Toll Road to Camp Pendleton - Toll road 241 needs to be extended. !!!

Thank you,

Vicki M. Schlesinger

Mark & Jean Child
25221 Derbyhill
Laguna Hills, CA. 92653

January 24, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

It is my understanding that the Costal Commission will be reviewing the potential expansion of the 241 Toll Road from Oso Parkway connecting to I-5 south of San Clemente. I would like to take this time to share my thoughts as a citizen in South Orange County.

There are two misconceptions I would like to address Traffic and Surf Quality.

Certain people have stated that "the entire purpose of Foothill-South is to alleviate traffic on Interstate 5 but the OCTA itself last year found that it would do little to achieve this purpose. There are better alternatives to solving our traffic problems, including fixing the I-5 directly". This statement shows a lack of any common sense since their alternative is a widening of existing I-5 by displacing 800 homes and 300 businesses at a cost of over $2 Billion dollars even in today's depressed real estate market as opposed to building the 241 thru undeveloped land and displacing rats and rattlesnakes. These same people say that San Mateo Creek would be permanently damaged by the construction of a freeway bridge over the top. Come on! 75 years ago we built something called the Golden Gate Bridge and that is a LOT larger span than San Mateo Creek would even hope to be.

Another group The Surfrider Foundation have come out against the lengthening because they say it would damage "one of the best surfing areas" on the west coast. Another statement that has no common sense support unless they can explain how something built inland several 1,000 yards from their beach can affect tidal movements. No, what this group really wants is to keep their beach to themselves and prevent people from the inland empire from easily enjoying what they have. This is no different that the stars in Malibu blocking access to the ocean which the Costal Commission is firmly opposed to.

The public have paid lots of good money to good people to study many different alternatives and their collective wisdom has determined Toll Roads were the most sensible answer. The completion of the Toll Road would provide the most traffic relief and would be cautious to the sensitive habitat areas. Let's move on.
Thank you for letting me share my thoughts with you.

Sincerely,

Cc: Governor Arnold Schwarzenegger
Fax: 916.558.3160

U.S. Senator Dianne Feinstein
Fax: 202.228.3954

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Sandy Huebner-Chan

Bill Reece
23272 Palawan Circle
Monarch Beach, CA 92629
Phone: 949-248-2346
Fax: 949-481-2904

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Ste. 2000
San Francisco, CA 94105

Dear Sir,
I'm writing to voice my support for the extension of the current 241 Toll Road in Orange County, Calif.

Studies show that without Foothill-South, the area's already severe traffic will increase 60 percent by 2025. Foothill-South is needed to reduce travel time in the area from one hour to 25 minutes during peak travel times.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of 838 homes and 382 businesses. Also, there is no identified funding for the I-5 widening project ◆ which is estimated to cost more than $2 billion.

Foothill-South will be great for tourism, make it easier to visit California's coast and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Regards,

Bill Reece

1/28/08

90 Mira Adelante
San Clemente, CA 92673
January 28, 2008

California Coastal Commission
Chairman Patrick Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Subject: Proposed 241 Toll Road Extension

As a long time resident of San Clemente (15 years) I fully support the proposed extension of the 241 Toll Road. I believe the alternatives have been fairly evaluated and the proposed construction can be completed with no significant impact to the environment.

Sincerely,

George M. Wesner

January 21, 2008

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

The extension of the 241 Toll Road will enhance the quality of life in so many ways for all Californians who drive I-5 through Orange County.

We live in an automobile dependent world in California. No ones fault. It is what it is. And since we are unable to provide mass transit alternatives to solve are traffic challenges, we are forced to implement solutions like the extension of 241. This is a positive and practical response to easing traffic congestion in Orange County. We would be foolish not to go forward with it.

Please support this solution. It's important to all of us.

Sincerely,

Dennis F. Katovsich
1007 Muirfield Drive
Newport Beach, CA 92660

34302 Shore Lantern
Dana Point, CA 92629-2867
January 27, 2008

Patrick Kruer, Chairman
California Costal Commission
45 Fremont Street, Suite 2000
San Franciso, CA 94105

Re: Route 241

Dear Mr. Kruer:

This is to urge you and the Costal Commission to approve the extension of Route 241 to Interstate 5.

We are long-time residents of Dana Point, inconvenienced by more frequent traffic delays on Interstate 5, our only freeway to civilization. We are particularly concerned in that in the event of an emergency, such as a nuclear leak at San Onofre, delays in evacuation might prove deadly.

Completion of the 241 would go a long way in relieving ordinary traffic and in giving us peace of mind.

Sincerely,

Margaret L. Brown

Volney V. Brown, Jr.

California Coastal Commission
Attn: Chairman Pat Kruer
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,

Name: Mildred French Torres

Address: 4025 Calle Sonora #2C
Laguna Woods CA
92637