

COUNTY OF ORANGE

## BOARD OF SUPERVISORS

ROBERT E. THOMAS HALL OF ADMINISTRATION  
10 CIVIC CENTER PLAZA  
P. O. BOX 687  
SANTA ANA, CA 92702-0687

December 20, 2007

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

Attention: Mark Delaplaine, Manager  
Energy, Oceans and Federal Consistency

**RE: OPPOSE Using the Report from Smart Mobility Inc., Titled "An Alternative to the Foothill South Toll Road"**

Dear Chairman Kruer:

On behalf of three million plus people of Orange County, we, the members of the Board of Supervisors are writing to advise you of our opposition to the use of "An Alternative to the Proposed Foothill South Toll Road," a report prepared by Smart Mobility, Inc. (SMI) of Norwich, Vermont, as a substitute for the Final Environmental Impact Report/South Orange County Transportation Infrastructure Improvement Project (FEIR/SOCTIIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA).

The SMI report contends that a series of Arterial Improvements Plus (AIP), arterial and I-5 improvements, called the Refined AIP (AIP-R) meets the future traffic demands in South County and is a better alternative to the Foothill Transportation Corridor-South (FTC-S) due to its minimal impact to the environment, homes, and businesses. Our review of this report does not support this conclusion. The AIP-R does not use the same lane configurations as the FEIR/SOCTIIP AIP Alternative and is **not** substantiated by any technical engineering or traffic analysis. In addition, some of the arterial improvement assumptions will have detrimental impacts on approved development in South County in general and specifically on the communities of Las Flores, Ladera, Rancho Mission Viejo/Ranch Plan, and the Prima Deshecha Landfill operations.

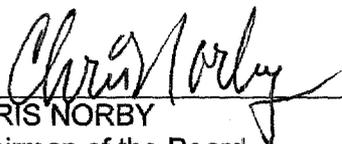
The widening of I-5 and arterials proposed in the AIP-R, are planned to be generally within the existing road right-of-way. The feasibility of the SMI report is not supported by any technical engineering or survey analysis. This proposal does not seem to be practical without significant impacts to adjacent properties or reducing MPAH (Master Plan of Arterial Highways) Standards. Reduction of arterials below these standards will have adverse impacts to fire and emergency response times in communities served by the County. The report states that proposed AIP-R improvements would maintain the "SOCTIIP AIP Traffic Performance of equivalent traffic relief." **This conclusion is only a qualitative judgment and not supported by any traffic analysis.**

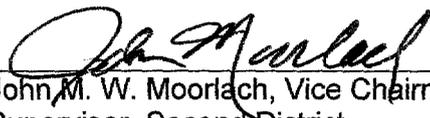
In addition, both the AIP & AIP-R assume expansion of Antonio Parkway/Avenida La Pata to an eight-lane Smart Street facility from Oso Parkway to San Juan Creek Road and to a six-lane Smart Street from San Juan Creek Road to Avenida Pico. Smart Street technologies would also be included on Ortega Highway between Antonio Parkway/Avenida La Pata and I-5, Camino La Ramblas between Avenida La Pata and I-5, and Avenida Pico between Avenida La Pata and I-5. Smart Street technologies include a combination of advanced traffic management strategies such as traffic signal coordination, real time monitoring and surveillance, and traveler information, as well as modest physical improvements such as additional turn lanes at intersections. This report does not provide any quantification of the traffic/ Level of Service (LOS) benefits due to the application of this technology to these facilities.

Antonio Parkway is designated on MPAH as a Major Arterial Highway (six lanes) and La Pata Avenue as a Primary (four lanes). The AIP proposed changes will require amendments to the MPAH to upgrade these facilities— a proposal that is not likely to be supported by any adjacent jurisdictions. Significant new development has been approved and constructed along Antonio Parkway since the SOCTIIP AIP was developed in 2001. Widening Antonio Parkway to an eight-lane roadway is inconsistent with the goals and objectives of the approved environmental documents for these communities. La Pata Avenue is designated as a Primary Arterial Highway and is currently the only access to the Prima Deshecha landfill facility, to the adjacent San Juan High School and other adjacent development. A six-lane facility through the landfill is inconsistent with the approved Prima Deshecha General Development Plan and with the approved development along La Pata Avenue. The AIP-R also relies on an extension of La Pata Avenue as a six-lane facility (unbuilt segment). This proposal is inconsistent with the MPAH and the Circulation Plan of the City of San Clemente. Plus, improvements beyond the MPAH to both Antonio Parkway and La Pata Avenue are inconsistent with the environmental document of the recently approved Ranch Planned Community. The feasibility and effectiveness of providing grade separation at the intersections of Antonio Parkway/Oso Parkway, Antonio Parkway/Crown Valley Parkway, Antonio Parkway-La Pata Avenue/Ortega Highway, and Avenida La Pata/Avenida Pico as proposed in the AIP-R are also unknown and not addressed in the AIP-R report.

The Orange County Board of Supervisors is requesting that the California Coastal Commission not only review our concerns regarding the SMI report, "An Alternative to the Proposed Foothill South Toll Road," but oppose its implementation and support the conclusions of the Final Environmental Impact Report/South Orange County Transportation Infrastructure Improvement Project (FEIR/SOCTIIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA).

Sincerely,

  
CHRIS NORBY  
Chairman of the Board  
Supervisor, Fourth District

  
John M. W. Moorlach, Vice Chairman  
Supervisor, Second District

  
Janet Nguyen  
Supervisor, First District

  
Bill Campbell  
Supervisor, Third District

  
Pat Bates  
Supervisor, Fifth District

cc: Members, Orange County Congressional Delegation  
Members, Orange County State Legislative Delegation  
Thomas G. Mauk, County Executive Officer  
Deputy County Executive Officers

## BRIEFING PAPER

### Smart Mobility Study – The Refined Arterial Improvement Plan Alternative

#### Background

We have reviewed "An Alternative to the Proposed Foothill South Toll Road", a report prepared by Smart Mobility, Inc. (SMI) of Norwich, Vermont, in the context of the Final Environmental Impact Report/South Orange County Transportation Improvement Implementation Plan (FEIR/SOCTIIP) approved by the Foothill/Eastern Transportation Corridor Agency (TCA). The SMI report contends that a series of Arterial Improvements Plus (AIP), arterial and I-5 improvements, called the Refined AIP (AIP-R) meets the future traffic demands in South County and is a better alternative to the extension of the Foothill Transportation Corridor-South (FTC-S) due to its minimal impact to the environment, homes and businesses.

#### Specific Issues:

The widening of I-5 and arterials proposed in the AIP-R, are proposed to be generally within the existing road right-of-way. The feasibility of this proposal is not supported by any technical engineering or survey analysis. The proposal does not seem to be practical without significant impacts to adjacent properties or reducing MPAH (Master Plan of Arterial Highways) Standards. Reduction of arterials below these standards can have adverse impacts to fire and emergency response times in communities served by the County.

The study states that proposed AIP-R improvements would maintain the "SOCTIIP AIP Traffic Performance...of equivalent traffic relief". This conclusion is only a qualitative judgment and not supported by any traffic analysis.

The report also concludes that even minor refinements to the design of the SOCTIIP AIP can greatly reduce or even eliminate displacement, such as ...context-sensitive interchange design". A Context Sensitive Design alternative was evaluated in the approved FEIR/SOCTIIP. However this alternative was considered and rejected by the TCA Board as not meeting the project goals and objectives. The following Federal Highway Administration (FHWA) statement summarizes the TCA Board deliberation as follows: "for each potential project, designers are faced with the task of balancing the need for the highway improvement with the need to safely integrate the design into the surrounding natural and human environments."

#### Impacts to Orange County Unincorporated areas.

The AIP & AIP-R reports assume expansion of Antonio Parkway/Avenida La Pata to an eight lane Smart Street facility from Oso Parkway to San Juan Creek Road and to a six-lane Smart Street from San Juan Creek Road to Avenida Pico. In addition, Smart Street technologies would also be included on Ortega Highway between Antonio Parkway/Avenida La Pata and I-5, Camino La Ramblas between Avenida La Pata and I-5, and Avenida Pico between Avenida La Pata and I-5. Smart Street technologies include a combination of advanced traffic management strategies such as traffic signal coordination, real time monitoring and surveillance, and traveler information, as well as modest physical improvements such as additional turn lanes at intersections. The study does not provide any quantification of the traffic/LOS benefits of the application of this technology to these facilities.

Antonio Parkway is designated on MPAH as a Major Arterial Highway (six lanes) and La Pata Avenue as a Primary (four lanes). The AIP proposed changes will require amendments to the MPAH to upgrade these facilities—a proposal that is not likely to be supported by any adjacent jurisdictions. In addition significant new development is approved and constructed along Antonio Parkway since the SOCTIIP AIP was developed in 2001. Widening Antonio Parkway to an eight lane roadway is inconsistent with the goals and objectives of the approved environmental documents for these communities. La Pata Avenue is designated as a Primary Arterial Highway and is currently the only access to the Prima Deshecha landfill facility and to the adjacent San Juan High School and other adjacent development. A six lane facility through the landfill is inconsistent with the approved Prima Deshecha General Development Plan and with the approved development along La Pata Avenue. The AIR-R also relies on an extension of La Pata Avenue as a six lane facility (unbuilt segment). This proposal is inconsistent with the MPAH and the Circulation Plan of the City of San Clemente. In addition improvements, beyond the MPAH, to both Antonio Parkway and La Pata Avenue are inconsistent with the environmental document of the recently approved Ranch Planned Community.

In addition the feasibility and effectiveness of providing grade separation at the intersections of Antonio Parkway/Oso Parkway, Antonio Parkway/Crown Valley Parkway, Antonio Parkway-La Pata Avenue/Ortega Highway, and Avenida La Pata/Avenida Pico as proposed in the AIP-R are also unknown and not addresses in the AIP-R report.

### **Recommendations**

Our review of this report does not support the study's conclusion because the AIP-R does not use the same lane configurations as the FEIR/SOCTIIP AIP Alternative and is not substantiated by any technical engineering or traffic analysis. In addition some of the arterial improvement assumptions will have detrimental impacts on approved development in South County in general and specifically on the communities of Las Flores, Ladera, Rancho Mission Viejo/Ranch Plan and the Prima Deshecha Landfill operations.

1/3/08

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

RECEIVED

JAN 03 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

As a longtime resident and business owner in San Clemente, I am writing to urge you to approve the Transportation Corridor Agencies application for a Consistency Certification in February.

The project before your commission is vital to ensure that the integrity of our community is maintained and help relieve the serious traffic congestion that we currently face while, at the same time, offering the environmental protection we all desire.

Numerous federal and state agencies concur that the route chosen for the 241 Toll Road is the best one to meet our long term needs.

Please take the appropriate action and approve the application before you.

Sincerely,

*Chris Palmer*

*PROFORMA UNISOURCE  
949.492-6550*

1/3/08

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

Dear Chairman Kruer:

As a longtime resident and business owner in San Clemente, I am writing to urge you to approve the Transportation Corridor Agencies application for a Consistency Certification in February.

The project before your commission is vital to ensure that the integrity of our community is maintained and help relieve the serious traffic congestion that we currently face while, at the same time, offering the environmental protection we all desire.

Numerous federal and state agencies concur that the route chosen for the 241 Toll Road is the best one to meet our long term needs.

Please take the appropriate action and approve the application before you.

Sincerely,

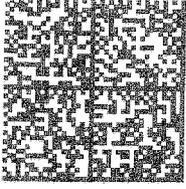


PFU

949. 492. 6550



**PACIFIC SOUTHWEST REGION**  
 LABORERS' INTERNATIONAL UNION  
 OF NORTH AMERICA  
 11135 Trade Center Drive  
 Suite 100  
 Rancho Cordova, CA 95670



First Class

016H2651395Z

\$00.41

12/13/2007

Mailed From 95670  
 US POSTAGE

*De la...  
 ...*

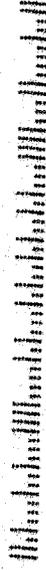
**RECEIVED**

DEC 17 2007

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

CALIFORNIA  
 COASTAL COMMISSION

34105\*2221 0014





# LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

PACIFIC SOUTHWEST REGIONAL OFFICE

11135 Trade Center Drive, Suite 100 • Rancho Cordova, CA 95670

Phone: (916) 446-3622 • Fax: (916) 446-6655

December 13, 2007

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

TERENCE M. O'SULLIVAN  
General President

ARMAND E. SABITONI  
General Secretary-Treasurer

*Vice Presidents:*

VERE O. HAYNES

MIKE QUEVEDO, JR.

TERRENCE M. HEALY

RAYMOND M. POCINO

EDWARD M. SMITH  
Assistant to the  
General President

JAMES C. HALE

JOSEPH S. MANCINELLI

ROCCO DAVIS  
Special Assistant to the  
General President

VINCENT R. MASINO

DENNIS L. MARTIRE

MANO FREY

ROBERT E. RICHARDSON

JOSE A. MORENO

JOHN F. HEGARTY

MICHAEL S. BEARSE  
General Counsel

Dear Mr. Blank:

On behalf of the 70,000 proud men and women who call themselves Laborers we write in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 446-3622 if you have any question.

Sincerely,

Rocco Davis  
Special Assistant to the General President  
Vice President at Large and Pacific Southwest Regional Manager

cc: Mike Quevedo, Jr., SCDCL Business Manager, LIUNA Vice President District 9  
Ray Moreno, Business Manager Laborers' Local 89  
Armando Esparza, Business Manager Laborers' Local 652

**FEEL THE POWER**

HEADQUARTERS:  
905 16th Street, NW  
Washington, DC  
20006-1765  
(202) 737-8320  
Fax: (202) 737-2754





# City of Vista

---

RECEIVED  
DEC 21 2007  
CALIFORNIA  
COASTAL COMMISSION

December 20, 2007

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

Dear Chairman Kruer:

On behalf of the City of Vista City Council, I would like to urge your support of the Foothill-South Toll Road application for Consistency Certification. The Foothill-South connector is desperately needed to relieve traffic on Interstate 5 and will create an important, alternate route between San Diego and Orange Counties.

The Foothill-South 241 connection has long been a part of transportation planning efforts to ensure orderly growth and development of North San Diego County and is included in the San Diego Association of Government's Regional Transportation Plan. The route for the Foothill-South connector has been chosen with the assistance of the U.S. Fish and Wildlife Service, Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration, Caltrans and Camp Pendleton.

Without the Foothill-South connector, the already severe traffic will increase 60 percent by 2025. The connector would reduce travel times in the area from one hour to 25 minutes during peak hours. This would benefit residents of North San Diego County who utilize Interstate 5 as their primary transit route and will improve transportation of goods and services within Southern California. Additionally, the connector will promote public safety in cases of emergency where additional evacuation routes may be needed.

The Foothill-South 241 is an integral part of California's transportation infrastructure and I urge your approval of the application for Consistency Certification.

Sincerely,

Mayor Morris B. Vance

CC: United States Senator Dianne Feinstein  
Governor Arnold Schwarzenegger

---

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,

  
Kathryn Noble

Newport Beach, 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:

Interstate-5 is the only highway route in and out of South Orange County; a scary thought given the road's infamous stand-still traffic.

An even scarier thought given that lives may be at risk and the safety of thousands may depend on a road that is more likely to have congestion than provide safe and swift evacuation.

The safety of human life is why Foothill-South is needed. We've all seen recently that when disasters strike, people need roads to flee, to live. That's the most important reason to build roads. And, no road is more important right now than Foothill-South.

Foothill-South will provide an alternative evacuation route if the 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 would also serve as a firebreak during wildfire season.

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 for relief, connection and evacuation.

Foothill-South would improve local safety in times of peace as well by providing a free-flowing alternative to the dangerously congested I-5. I've seen and heard about fatal accidents on the Interstate that I deeply believe could have been avoided had there been less cars on the road.

Because a significant accident or natural disaster impacting I-5 completely gridlocks the region, I urge you to not only improve lives -- but to save lives -- by supporting Foothill-South.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ben Senato".

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

Dear Chairman Kruer:

As a longtime resident of south Orange County and driver in Orange County, Riverside County and San Diego County, I am voicing my support for the NEED for "Foothill-South" ... the final ( and oh so necessary ) segment of the 241 ... the Foothill Toll Road.

The amount of homes being built in all three of these counties ... resulting in MANY, MANY commuters/drivers ... demands more roads connecting the three counties more easily. It's a nightmare now! The Ortega Highway ( connecting Riverside County to Orange County ) can not hold any more traffic, nor can the 5 freeway ( connecting Orange County and San Diego County)! It's also a good way to save lives, in the long run!

My husband is the principal at Tesoro High School which sits at the present "end" of the 241 toll road in Las Flores. He supports the continuation, also.

You can help make a lot of southern California drivers' lives less stressful by finishing this wonderful, easy to drive and uncrowded toll road!

PLEASE HELP!!

Sincerely,



Sally Tarica



**EXECUTIVE  
BOARD OF DIRECTORS**

**Beverly J. Bloch**  
Attorney at Law  
Chairman of the Board

**Rachel Rola**  
As You Like It Event Design & Catering  
Chairman-Elect

**Linda Pearson**  
Corona Regional Medical Center  
1<sup>st</sup> Vice Chairman

**Philip Adishian**  
Advantage Mailing  
Chairman - Finance / Treasurer

**Ann Poloko**  
Financial Investors Group  
Vice Chairman - Finance

**Cynthia Schneider**  
American Security Bank  
Chairman of the Board (2006)

**Bobby Spiegel**  
Corona Chamber of Commerce  
President/CEO  
Corporate Secretary

**BOARD OF DIRECTORS**

**Bob Blair**  
Kaiser Permanente

**Jim Bradley**  
Economic Development Consultant

**Dick Campbell**  
RC Product Development

**Marcy Decato**  
Creative Solutions

**Jim Dorsey**  
Jim Dorsey Photography

**Frank Emerson**  
Dos Lagos

**Peter Fischetti**  
Peter Fischetti Publications

**Pam Horvath**  
Hammer Towing Inc.

**Jason Kimes**  
Circle City Marketing

**Sandra R. Klein**  
Re/Max All Stars Realty

**Mark Krakower**  
Kraktronix - Laser Craft

**Chris Miller**  
Thomas Miller Mortuary

**Debra Murphy**  
Union Bank of California

**Kerry Pendergast**  
Premier Service Bank

**Linda Wilson**  
Countrywide Home Loans

**904 East Sixth Street  
Corona, Ca 92879  
(951) 737-3350  
Fax (951) 737-3531**

# Corona Chamber of Commerce

[www.CoronaChamber.org](http://www.CoronaChamber.org)

*Creating a Strong Local Economy / Providing Networking Opportunities and Business Referrals  
Promoting Political Action / Representing the Interest of Business with Government / Promoting the Community*

December 19, 2007

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

**Subject: Corona Chamber of Commerce *SUPPORTS* the approval of the  
Transportation Corridor Agency's application for Consistency Certification**

Dear Chairman Kruer:

The Corona Chamber of Commerce is writing to strongly urge the California Coastal Commission to approve the Transportation Corridor Agency's application for Consistency Certification in February 2008.

The Chamber strongly believes the last segment of the State Route 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection concerns.

Completion of SR 241, a project that has been thoroughly planned and extensively studied for over 20 years, is a vital link in our region's transportation network. It will improve the quality of life and enhance local economies throughout the Corona region by reducing traffic congestion. Utilizing a conservative estimate of \$12 per hour, it will increase business productivity for Corona area commuters by \$345.9 million annually.

Furthermore, the Toll Roads alleviate as much as 25 percent of traffic congestion on our local freeways and eliminate an estimated 8.2 million pounds of vehicle emissions annually. Without the Toll Roads, vehicle hours of delay on our freeways and local streets would increase by an additional 115,300 hours each workday.

Completion of State Route 241, as proposed by the Transportation Corridor Agency, will result in significant relief from this regional traffic congestion, improvement to our local economy, improvement to our air quality, and provide access to coastal areas which should be equally and fairly available all resident, including the families and individuals in Corona and the Inland Empire area.

Thank you for your time and consideration.

Sincerely,

Bobby Spiegel  
President/CEO

Cynthia Schneider  
Chair, Legislative Action Committee

cc:

Congressman Ken Calvert  
Governor Arnold Schwarzenegger  
State Senator Jim Battin  
Assembly Member Todd Spitzer  
Secretary Michael Chrisman, Resources Agency  
Secretary Dale Bonner, Business, Transportation and Housing Agency  
Mayor Jeff Miller, City of Corona  
Members of the City Council, City of Corona

951-784-5255  
951-680-6863  
916-327-2187  
916-319-2171  
916-653-8102  
916-323-5440  
951-736-2493  
951-736-2493

Phyllis Nitti  
1250 6<sup>th</sup> Street, Suite 205  
Santa Monica, CA 90401

RECEIVED  
DEC 31 2007  
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:

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.

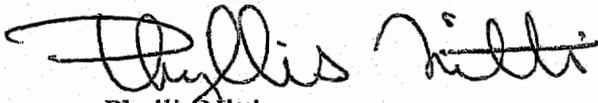
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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,

  
Phyllis Nitti

# PayRunner

Payroll, Inc.

644 N. Poplar St., Suite B  
Orange, CA 92868

(714)453-0890  
Fax (714)453-0897

December 26, 2007

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

Dear Chairman Kruer:

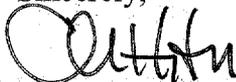
Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff – not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off – untreated – into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Sincerely,



Chris Horton  
644 N. Poplar St,  
Suite B  
Orange, CA 92868

*Delivering the SERVICE YOU WANT with the CONFIDENCE you need!*

[www.payrunnerpayroll.com](http://www.payrunnerpayroll.com)



616 East Chapman Avenue · Orange, CA 92866  
Office (714) 633-3600 · Fax (714) 633-5500  
www.riccirealty.com

December 27, 2007

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

Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff – not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off – untreated – into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Sincerely,

Al Ricci  
616 East Chapman Avenue  
Orange, CA 92866



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,



Martin Sanchez  
Irvine, Ca 92612

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 frequent driver of and around South Orange County. I would like to voice my support for the need of Foothill-South-the final segment of SR241.

I have read through the literature and reports and have come to the conclusion that this road will not adversely affect the coast at Trestles. I love Trestles beach and accompany my brother there frequently to surf, bodyboard and enjoy the scenery. I understand the concern and thank the Coastal Commission for taking time to look at this project with care and concern

I have found in my research that the TCA (Transportation Corridor Agency) has studied the area extensively, spending millions of dollars to find the most environmentally sensitive route possible.

Orange County is a great place to live, except for the traffic. Once Foothill-South is completed, it won't take as long to get to Trestles and that means more time at the beach and less time sitting on the 5 freeway.

Please grant TCA the Coastal Commission Permit.

Sincerely,



Juleigh L. Burke  
Mission Viejo, Ca.



**Orange Chamber of Commerce & Visitor Bureau**

439 E. Chapman Avenue ■ Orange, CA 92866  
(714) 538-3581 ■ Fax (714) 532-1675 ■ www.orangechamber.com

**There's No Business,  
Like Your Business**

- *Creating a Strong Local Economy*
- *Promoting the Community*
- *Providing Networking Opportunities*
- *Representing Business to Government*
- *Influencing Political Action*

December 26, 2007

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

Dear Chairman Kruer:

Traffic congestion is a significant and growing problem for communities throughout Southern California, including here in Orange. Many of our small businesses market goods and services throughout the region. Likewise, customers and clients visit Orange from throughout Southern California.

Studies have shown that a community's economic health is tied to transportation mobility. Traffic forecasts show that congestion along the I-5 freeway will increase by 60 percent over the next two decades. Without an alternative, traffic will grind to a halt through the bottleneck that is the I-5 in South Orange County.

The impact of traffic congestion is not just economic. Idling cars spew more air emissions than cars traveling the speed limit. The completion of state road 241 will also allow better coastal access for inland county residents, including those of us in Orange. The project will also include extended detention basins that will protect water quality by collecting and treating water runoff -- not only on the 241 Toll Road, but also throughout a two-mile stretch of the I-5 freeway where polluted water currently runs off -- untreated -- into the watershed and down to the coast.

In summary, in order to protect coastal access, improve water quality, lower air emissions, as well as improve mobility throughout the region, I encourage you and your fellow Commissioners to approve the application for the completion of State Road 241.

Sincerely,

Heidi Larkin-Reed  
Orange Chamber of Commerce and Visitor Bureau  
439 E. Chapman Ave, Orange CA 92688

**Heidi Larkin-Reed**

---

**From:** Brian Lochrie [blochrie@faubelpublicaffairs.com]  
**Sent:** Friday, December 14, 2007 2:29 AM  
**To:** hlarkin-reed@orangechamber.com  
**Cc:** 'Kate Keena'  
**Subject:** Support State Road 241

Hi Heidi –

Thanks for taking my call the other day. I would sure appreciate it if you, your staff and any of your members might consider mailing the attached letter to the California Coastal Commission.

Feel free to change it up if you like. Please include your name, address and city, state and zip.

If you are able, I'd love to know how many letters you were able to get sent for our own tracking purposes.

Thanks so much Heidi!

Brian Lochrie  
Faubel Public Affairs  
(949) 768-1600 (office)  
(949) 768-1601 (fax)  
(949) 294-8269 (cell)

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,

A handwritten signature in cursive script, appearing to read "Sally Jurica".

Darla K. Bethke  
22706 Islamare 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:

Please help expedite completion of the 241 Toll Road!

As a long-time resident of the Lake Forest/Mission Viejo areas, I have seen housing developments mushroom in the surrounding cities, bringing more families, more cars and oppressive traffic!

The traffic problem plagues all of South Orange County and completion of the Foothill-South (241) Toll Road would certainly be a help! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen the traffic relief they provide on alternate freeways.

Toll roads really work. They're part of the solution to this ever growing traffic problem.

Please, listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Sincerely,



Darla K. Bethke



# LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

PACIFIC SOUTHWEST REGIONAL OFFICE

11135 Trade Center Drive, Suite 100 • Rancho Cordova, CA 95670

Phone: (916) 446-3622 • Fax: (916) 446-6655

December 13, 2007

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

TERENCE M. O'SULLIVAN  
General President

ARMAND E. SABITONI  
General Secretary-Treasurer

*Vice Presidents:*

VERE O. HAYNES

MIKE QUEVEDO, JR.

TERRENCE M. HEALY

RAYMOND M. POCINO

EDWARD M. SMITH  
Assistant to the  
General President

JAMES C. HALE

JOSEPH S. MANCINELLI

ROCCO DAVIS  
Special Assistant to the  
General President

VINCENT R. MASINO

DENNIS L. MARTIRE

MANO FREY

ROBERT E. RICHARDSON

JOSE A. MORENO

JOHN F. HEGARTY

MICHAEL S. BEARSE  
General Counsel

Dear Ms. Wan:

On behalf of the 70,000 proud men and women who call themselves Laborers we write in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 446-3622 if you have any question.

Sincerely,

Rocco Davis  
Special Assistant to the General President  
Vice President at Large and Pacific Southwest Regional Manager

cc: Mike Quevedo, Jr., SCDCL Business Manager, LIUNA Vice President District 9  
Ray Moreno, Business Manager Laborers' Local 89  
Armando Esparza, Business Manager Laborers' Local 652

**FEEL THE POWER**

HEADQUARTERS:  
905 16th Street, NW  
Washington, DC  
20006-1765  
(202) 737-8320  
Fax: (202) 737-2754



*A. DeLyser*

# BOARD OF SUPERVISORS



1055 MONTEREY, ROOM D430 • SAN LUIS OBISPO, CALIFORNIA 93408-1003 • 805.781.5450

**KHATCHIKH "KATCHO" ACHADJIAN**  
SUPERVISOR DISTRICT FOUR

DATE: 12-17-07

TO: Vanessa

FAX #: 415 904 5200

**RECEIVED**  
DEC 17 2007  
CALIFORNIA  
COASTAL COMMISSION

TELEPHONE #: (805) 781-5450 FACSIMILE #: (805) 781-1350

TRANSMITTAL ◊ NUMBER OF PAGES (INCLUDING THIS PAGE): 2

**FROM: KATCHO ACHADJIAN, SUPERVISOR DISTRICT FOUR**

LEGISLATIVE ASSISTANT: VICKI JANSSEN PHONE: 781-4337

MESSAGE: Hi Vanessa

I don't see that  
this was copied to  
Coastal Staff or other  
Commissioners



# LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

PACIFIC SOUTHWEST REGIONAL OFFICE  
11135 Trade Center Drive, Suite 100 • Rancho Cordova, CA 95670  
Phone: (916) 446-3622 • Fax: (916) 446-6655

December 13, 2007

Khatchik Achadjian  
South Coast Representative  
California Coastal Commission Member  
1055 Monterey Street, Room D-430  
San Luis Obispo, CA 93408

TERENCE M. O'SULLIVAN  
General President

ARMAND E. SABITONI  
General Secretary-Treasurer

*Vice Presidents:*

VERE O. HAYNES

MIKE QUEVEDO, JR.

TERRENCE M. HEALY

RAYMOND M. POCINO

EDWARD M. SMITH  
Assistant to the  
General President

JAMES C. HALE

JOSEPH S. MANCINELLI

ROCCO DAVIS  
Special Assistant to the  
General President

VINCENT R. MASINO

DENNIS L. MARTIRE

MANO FREY

ROBERT E. RICHARDSON

JOSE A. MORENO

JOHN F. HEGARTY

MICHAEL S. BEARSE  
General Counsel

Dear Mr. Achadjian:

On behalf of the 70,000 proud men and women who call themselves Laborers we write in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

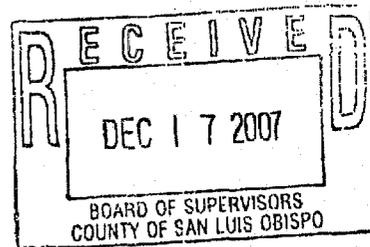
This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 446-3622 if you have any question.

Sincerely,

Rocco Davis  
Special Assistant to the General President  
Vice President at Large and Pacific Southwest Regional Manager



HEADQUARTERS:  
905 16th Street, NW  
Washington, DC  
20006-1765  
(202) 737-8320  
Fax: (202) 737-2754

cc: Mike Quevedo, Jr., SCIDCL Business Manager, LIUNA Vice President District 9  
Ray Moreno, Business Manager Laborers' Local 89  
Armando Esparza, Business Manager Laborers' Local 652

Replane

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

**RECEIVED**

DEC 20 2007

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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,

Kathryn Noble

Newport Beach, CA



**RECEIVED**  
OCT 04 2007  
CALIFORNIA  
COASTAL COMMISSION

**F A X   C O V E R   S H E E T**  
**Office of Councilmember Jack Feller**  
**City of Oceanside**  
**300 N. Coast Hwy.**  
**Oceanside, CA 92054**

**DATE:** 10-04-07

**TO:** See attached list of recipients

**COMPANY:** California Coastal Commission

**PHONE:**

**FAX:** (415) 904-5400

**FROM:** Jack Feller, Councilmember

**PHONE:** (760) 435-3056

**FAX:** (760) 435-6018

**NO. OF PAGES (INCLUDING COVER):** 4

**COMMENTS:** Please distribute the following letter of support for the 241 Toll Road. Thank you for your assistance in this matter.



# CITY OF OCEANSIDE

COUNCIL MEMBER  
JACK FELLER

October 4, 2007

RECEIVED

OCT 04 2007

CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Krueger:

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 option to Interstate 5. In case of emergencies, an alternative route could be a lifeline. Having only one major route between two major metropolitan areas simply does not make sense.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange and San Diego Counties. 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 caught in traffic for two hours plus.

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.

Sincerely,

JACK FELLER  
Councilmember

JF/vp

Ms. Karen Scarborough  
Undersecretary  
California Resources Agency  
1416 Ninth Street, Room 1311  
Sacramento, CA 95814

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

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

Commissioner Patrick Kruer  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Mike Reilly  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Khatchik Achadjian  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Ben Hueso  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Dan Secord  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Adi Liberman  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Steve Kinsey  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Suja Lowenthal  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Peter Douglas  
Executive Director  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

The Honorable Fabian Nunez  
Speaker of the Assembly  
State Capitol, Room 219  
Sacramento, CA 95814

The Honorable John Garamendi  
Lieutenant Governor  
State of California  
State Capitol, Room 1114  
Sacramento, CA 95814

Mr. Dale E. Bonner  
Secretary, Business, Transportation & Housing  
Agency  
980 9th Street, Suite 2450  
Sacramento, CA 95814-2719

Mr. Paul D. Thayer  
Executive Officer  
State Lands Commission  
100 Howe Ave, Suite 100 South  
Sacramento, CA 95825-8202

Mr. Brian Baird  
Assistant Secretary  
Ocean and Coastal Policy  
California Resources Agency  
1416 Ninth Street, Room 1311  
Sacramento, CA 95814

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

Commissioner, Dr. William A. Burke  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

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

Mr. Mark Delaplaine  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Lorena Gonzalez  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

The Honorable Arnold Schwarzenegger  
Governor of California  
State Capitol Building  
Sacramento, CA 95814

The Honorable Don Perata  
Senate President Pro Tem  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable John Chiang  
California State Controller  
300 Capitol Mall, Suite  
Sacramento, CA 95814

Ms. Majorie M. Berte  
Undersecretary, Business, Transportation &  
Housing Agency  
980 9<sup>th</sup> Street, Suite 2450  
Sacramento, CA 95814

Mr. Michael Chrisman  
Secretary  
California Resources Agency  
1416 Ninth Street, Room 1311  
Sacramento, CA 95814

Commissioner Bonnie Neely  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner David Potter  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Larry Clark  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner April Vargas  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Deborah Schoenbaum  
California Coastal Commission  
45 Fremont St., Ste. 2000  
San Francisco, CA 94105

Commissioner Sharon Wright  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

Commissioner Brooks Firestone  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219



Office of the City Council

## City of Tustin

October 2, 2007

300 Centennial Way  
Tustin, CA 92780  
www.tustinca.org  
(714) 573-3010  
FAX (714) 838-1602

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

### **RE SUPPORT for 241 Toll Road Consistency Certification**

Dear Chairman Kruer and Members of the Commission:

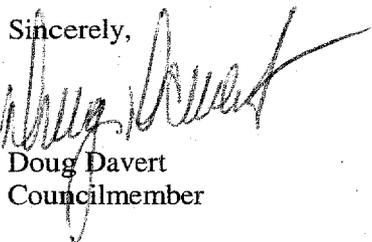
The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely,

  
Doug Davert  
Councilmember

Lou Bone  
Mayor

Jerry Amante  
Mayor Pro Tem

Doug Davert  
Council Member

Tony Kawashima  
Council Member

Jim Palmer  
Council Member

c: Commissioner Steve Blank  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
Commissioner Bonnie Neely  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Mr. Peter M. Douglas, Executive Director, California Coastal Commission  
Mr. Mark Delaplaine, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, State Controller, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



# CELSOC

CONSULTING ENGINEERS AND  
LAND SURVEYORS OF CALIFORNIA

October 19, 2007

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

Robert Salaber  
President

William L. Green  
President-Elect

Thomas W. Blackburn  
Vice President

Jerry Michael  
Secretary-Treasurer

Richard L. Pool  
Immediate Past President

Jane Rozga  
ACEC National Director

Paul J. Meyer  
Executive Director

**Re: Completion of the Orange County 241 Toll Road**

Dear Chairman Kruer:

The Consulting Engineers and Land Surveyors of California (CELSOC), representing 1,200 engineering and land surveying firms who are involved in all aspects of the design, construction and repair of California's infrastructure facilities, respectfully ask you to support the completion of the Orange County 241 Toll Road and approve the project's application for Coastal Consistency Certification.

The 241 Toll Road will provide a much-needed alternative to Interstate 5. Currently, two major metropolitan areas are connected by one heavily trafficked, severely congested highway. An additional route could serve multiple purposes, relieving pressure on the I-5 transportation bottleneck that results in terrible traffic congestion many hours of the day, easing the flow of goods and commerce, and in case of emergencies, could serve as a life line or evacuation route. In addition, 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 many hours.

The Transportation Corridor Agencies have a strong and successful environmental record. These agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Countless hours of planning, careful mitigation, and other required and voluntary efforts have contributed to the groundwork of this project.

CELSOC is a 50-year-old, nonprofit association of private consulting engineering and land surveying firms. As a statewide organization, we are dedicated to protecting the general public and promoting use of the private sector in the growth and development of our state. The completion of the 241 Toll Road is an important element of our infrastructure planning in California and we sincerely urge your support for the completion of this essential project.

Sincerely,

Mark Smith  
Legislative Advocate

1303 J Street, Suite 450  
Sacramento, CA 95814  
Phone: 916-441-7991  
Fax: 916-441-6312  
email: staff@celsoc.org  
www.celsoc.org



AMERICAN COUNCIL OF ENGINEERING COMPANIES

**Our expertise benefits California lives every day**  
*Safe buildings, environment, transportation, water.*



CONSULTING ENGINEERS AND  
LAND SURVEYORS OF CALIFORNIA

October 17, 2007

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

Robert Salaber  
President

William L. Green  
President-Elect

Thomas W. Blackburn  
Vice President

Jerry Michael  
Secretary-Treasurer

Richard L. Pool  
Immediate Past President

Jane Rozga  
ACEC National Director

Paul J. Meyer  
Executive Director

**Re: Completion of the Orange County 241 Toll Road**

Dear Chairman Kruer:

The Consulting Engineers and Land Surveyors of California (CELSOC), representing 1,200 engineering and land surveying firms who are involved in all aspects of the design, construction and repair of California's infrastructure facilities, respectfully ask you to support the completion of the Orange County 241 Toll Road and approve the project's application for Coastal Consistency Certification.

The 241 Toll Road road will provide a much-needed alternative to Interstate 5. Currently, two major metropolitan areas are connected by one heavily trafficked, severely congested highway. An additional route could serve multiple purposes, relieving pressure on the I-5 transportation bottleneck that results in terrible traffic congestion many hours of the day, easing the flow of goods and commerce, and in case of emergencies, could serve as a life line or evacuation route. In addition, 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 many hours.

The Transportation Corridor Agencies have a strong and successful environmental record. These agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Countless hours of planning, careful mitigation, and other required and voluntary efforts have contributed to the groundwork of this project.

CELSOC is a 50-year-old, nonprofit association of private consulting engineering and land surveying firms. As a statewide organization, we are dedicated to protecting the general public and promoting use of the private sector in the growth and development of our state. The completion of the 241 Toll Road is an important element of our infrastructure planning in California and we sincerely urge your support for the completion of this essential project.

Sincerely,

Mark Smith  
Legislative Advocate



AMERICAN COUNCIL OF ENGINEERING COMPANIES

Our expertise benefits California lives every day  
*Safe buildings, environment, transportation, water.*

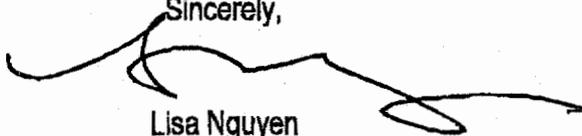
10/15/07

Dear Commissioners,

I am writing to say that I am in support of the completion of the 241 toll road. California needs this construction to take place. Especially because the new Marblehead community and commercial shopping and offices will bring additional traffic into San Clemente, backing up the 5 freeway even more than it already is.

Sorry I could not attend the Costal Commission Hearing but I am in support of the toll road.

Sincerely,



Lisa Nguyen  
Junior Estimator/Project Manager  
Jezowski & Markel Contractors, Inc.  
Office: 714.978.2222.ext.144  
Fax: 714.978.6931  
Cell: 714-863-0892

RECEIVED  
OCT 15 2007  
CALIFORNIA  
COASTAL COMMISSION



**Jezowski & Markel**  
CONTRACTORS, INC.

*"Making Concrete Better"*

<http://www.imcontractors.com>

Faxed to: 415.904.5400

RECEIVED  
OCT 11 2007  
CALIFORNIA  
COASTAL COMMISSION

10/11/07

Fax 415 904-5400

Dear Commissioners,

As I am a resident of South Orange County, I am writing to say that I am in support of the completion of the 241 toll road. California needs this construction to take place. I work in Central Orange County and make the commute both ways everyday. As, I live and work right off the 5 Freeway that is the route that I am forced to use in my daily commute, however when ever possible I use the Toll Road system, both for business and pleasure. The Toll Roads save me a lot of time and I am willing to pay the price.

If you have ever taken the 5 Freeway south from South Orange County on a weekend you know how much congestion there is and how much frustration there is to sitting on a freeway parking lot. The new Marblehead community and commercial shopping and offices will bring additional traffic into San Clemente, backing up the 5 freeway even more than it already is. I urge you to support the completion of the 241 toll road.

Sorry I could not attend the Costal Commission Hearing but I am in support of the toll road.

Sincerely,



Maureen Abel  
27913 Via Bellaza  
Laguna Niguel CA 92677

PAUL R. AMORT  
18161 Joshua Lane  
Santa Ana, California 92705  
(714) 832-0164 FAX (714) 832-1074  
pamort @ca.rr.com

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

Dear Mr. Kruer,  
Please allow the completion of the 241 Toll Road. I have followed all the design changes that have been done in relation to water run off, the pocket mouse and other concerns. It is time to get construction going.

We are in our 70's and we hope some day to use the 241 in the way it was planned years ago. It is hard for us to understand the delays. I think the "human race" is the "most important species" on the earth. I am learning from the delays that I must be wrong.

On October 11, 2007  
Please, let's get on with the construction.

Sincerely,

  
Paul Amort

  
Joan Amort

 **MEMORIALCARE®**  
SADDLEBACK MEMORIAL MEDICAL CENTER

September 24, 2007

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

RE: Support for completion of the 241 Toll Road

Dear Chairman Kruer:

We are writing to express Saddleback Memorial Medical Center's support for the completion of the 241 Toll Road and to urge you to approve the Transportation Corridor Agency's Coastal Consistency Permit.

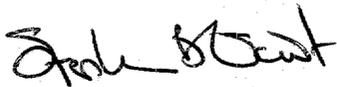
Saddleback Memorial is a not-for-profit, 325 bed hospital operated by Memorial Health Services. We are the only medical center in South Orange County with a campus in San Clemente. Annually, Saddleback Memorial handles 487,365 outpatient visits, and 49,956 emergency room visits.

The completion of State Route 241 will provide a vital highway link, giving patients greater access to healthcare services, particularly for the growing communities to the east of our hospital. The I-5 Freeway is the only highway through South Orange County. Completing the 241 will give patients, their families, doctors, and other hospital workers an alternative way to access the hospital. Building an alternate route is crucially important and can mean the difference between, quite literally, suffering in traffic and getting the quality care that patients need quickly.

We hope that as you consider the future of this project, you will also heavily weigh the impact of preventing access to healthcare services and the increased risk to public safety if the 241 is not built.

We wholeheartedly support the completion of the 241 Toll Road. It is critical to the well-being and health of all South Orange County residents.

Sincerely,



Stephen B. Geidt  
Chief Executive Officer



Elizabeth A. Bear  
Administrator – San Clemente Campus

THE STANDARD OF EXCELLENCE IN HEALTH CARE

24451 Health Center Drive • Laguna Hills, CA 92653 • Phone: 949-837-4500 • [www.memorialcare.org](http://www.memorialcare.org)



Newport National Corporation

**RECEIVED**

SEP 24 2007

CALIFORNIA  
COASTAL COMMISSION

September 24, 2007

\*\*\*Via Fax and Mail\*\*\*

Chairman Patrick Kruer  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105  
FAX: (415) 904-5400

Re: 241 Toll Road Completion

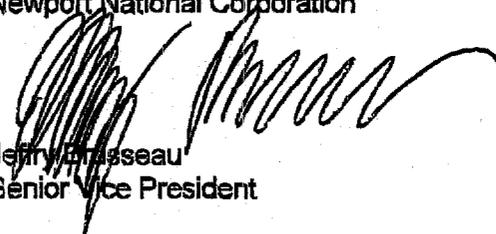
Chairman Patrick Kruer:

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.

Sincerely,

Newport National Corporation



Jerry Pousseau  
Senior Vice President



**GreenFlash Technologies**  
*Solutions Driven by Nature™*

1001 West 17th Street • Suite C  
Costa Mesa • CA 92627  
toll-free: 886-GFT-1101 • tel. 949-646-4770  
fax. 949-646-4702  
www.greenflashtech.com

**From the Desk of David Bunch**

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

Subject: Completion of the 241 Toll Road

Sept. 21, 2007  
Fax: 415-904-5400

**RECEIVED**  
SEP 21 2007  
CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Kruer,

I am in full support of the completion of the 241 Toll Road. I use the Toll Roads in So. Cal. on a regular basis. The extending of the final portion will make traveling to San Diego much easier with some options when the Spectrum area is at a stand still.

The final extension also creates a faster response for forest fire fighting equipment and other emergency situations. It gives people living north of the 405 Freeway, a much faster access to the beach cities further south.

Speaking from a company stand point, we travel the entire southern California area for the distribution and testing of our products. The 241 extension will save us time and gas and a much more direct route.

Thank you for your understanding of the situation.

Cordially yours,

David A. Bunch



John Carretti  
333 Calle Felicidad  
San Clemente, CA 92672  
October 3, 2007

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

Dear Mr. Kruer:

As a resident of San Clemente, I am writing to communicate to you my support of the Foot-Hill South Toll Road completion, connecting the I-5 to the existing 241 in South County Orange County, as proposed.

There are many arguments for and against, too numerous to mention in this communication to you. You and your commission, ultimately, have to consider the many issues and recommend appropriate action. My support of the construction of this final segment of the 241 Toll road, after having considered the many issues and factors, centers around the fact that this is the last leg of a project that has taken many years, significant staff action and teambuilding, complimentary due-diligence, and will provide a coherent and complete regional project. Completion of this project will provide necessary traffic relief, support several environmental tenets, and move us, collectively, forward. Growth is upon us, but it is not yet to full fruition. A completed regional transportation project of this magnitude, allows us to address the negative effects of growth most effectively.

The approval of this project should not center around which special-interest group can muster the loudest and most visible presence and rancor. Rather, I would ask that this project be given appropriate time for study, discussion, and reflection as individuals and as a commission team. To that end, may you exude patience, wisdom, and vision in your deliberations. While I am communicating my support for the Foot-Hill South Toll Road, I would also ask that this decision be made in a timely manner to ensure that regional planning may proceed, and that all may have an understanding of the transportation system assumptions on which to base successive plans within communities.

Sincerely,



John Carretti

HOWARD JARVIS, Founder (1903-1986)  
JON COUPAL, President  
TREVOR GRIMM, General Counsel  
TIMOTHY BITTLE, Director of Legal Affairs



HOWARD JARVIS  
TAXPAYERS ASSOCIATION

SACRAMENTO OFFICE:  
921 11th Street, Suite 1201  
Sacramento, CA 95814  
(916) 444-9950, Fax: (916) 444-9823  
[www.hjta.org](http://www.hjta.org)

October 1, 2007

Mr. Patrick Kruer, Chair  
ATTN: Mr. Mark Delaplaine  
California Coastal Commission  
45 Fremont St, Suite 2000  
San Francisco, CA 94105

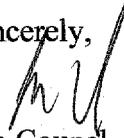
Dear Mr. Kruer,

This is a letter requesting that the California Coastal Commission (CCC) grant Orange County's request for a consistency certification, bringing them closer to finishing a crucial sixteen mile segment of toll road.

HJTA has long been an advocate of the Orange County toll road system. In this past legislative session, the organization strongly opposed AB 1457 (Huffman) on the grounds that it would block all construction requested by the Transportation Corridor Agency (TCA) on the toll road.

We strongly believe that AB 1457 assumes unprecedented control over the location of needed infrastructure. Moreover, this invasion of local control is also unnecessary because the California Environmental Quality Act already provides an adequate process to address environmental concerns. The TCA has bent over backward to provide water quality programs and other environmental mitigation efforts to reduce the impact of losing *two tenths of one acre of wetland*. Meanwhile, idle cars sitting on Interstate 5 are spewing pounds of pollution in the air while they wait for this needed road. Denial of this certification will only result in more congestion and lost economic potential for California. We would urge the CCC to approve this request.

Sincerely,



Jon Coupal  
President

September 28, 2007

RECEIVED  
OCT 03 2007  
CALIFORNIA  
COASTAL COMMISSION

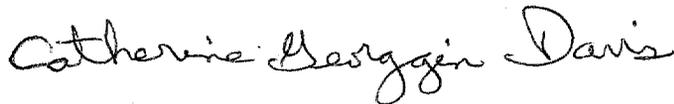
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Gentlepersons:

Subject: 241 Toll Road

I support the completion of the 241 Toll Road.

Sincerely,



Catherine Georggin Davis  
20857 Parkside  
Lake Forest, CA 92630

FAX: (415) 904-5400  
E-mail: [tollroad@coastal.ca.gov](mailto:tollroad@coastal.ca.gov)  
MAIL: California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

RECEIVED  
OCT 02 2007  
CALIFORNIA  
COASTAL COMMISSION

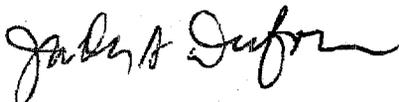
Chairman Patrick Kruer:

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.

I know when they were building the 73 corridor there was a lot of disagreement about it going in also but I believe that it has made no impact on the environment and has improved my travel time in half. This also saves the environment with pollution from my automobile as I am driving half the time I use the toll roads all the time even on the week-ends because it same saves money, gas and most of all my valuable time.

Thanks,



Judy A Dufour  
24422 Biltmore Lane  
Laguna Niguel, CA 92677

**RECEIVED**

OCT 11 2007

10/11/07

CALIFORNIA  
COASTAL COMMISSION

Dear Commissioners,

I am writing to say that I am in support of the completion of the 241 toll road. California needs this construction to take place. Especially because the new Marblehead community and commercial shopping and offices will bring additional traffic into San Clemente, backing up the 5 freeway even more than it already is.

Sorry I could not attend the Costal Commission Hearing but I am in support of the toll road.

Sincerely,

Nancy Goldman  
Business Development  
Jezowski & Markel Contractors, Inc.  
Office: 714.978.2222.ext.137  
Fax: 714.978.6931  
Cell: 714.863.0888



**Jezowski & Markel**  
CONTRACTORS, INC.

*"Making Concrete Better"*

<http://www.jmcontractors.com>

Faxed to: 415.904.5400

*From the Office  
Of  
James G. Gotses*

**RECEIVED**  
SEP 24 2007  
CALIFORNIA  
COASTAL COMMISSION

September 20, 2007

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

**RE: COMPLETION OF THE 241 TOLL ROAD  
ORANGE COUNTY, CA**

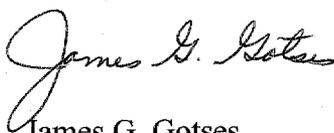
Ladies and Gentlemen of the Commission:

There has already been too much discussion about the relative merits of the completion of this road. Let's find a mutually satisfactory solution to completing this project that meets everyone's needs. The road is necessary to ensure that we do not have gridlock on our essential highways.

As a resident of Southern Orange County for over 30 years, we have watched while the number of residents in this area has grown exponentially. This has created an untenable condition. We now have overburdened highways where we cannot travel freely.

We currently only have one access point to get to and out of this area. This roadway will assist many inland residents to avoid the gore point in the San Juan Capistrano area. Hopefully you will approve this project soon.

Yours,



James G. Gotses  
24756 Perseus Court  
Mission Viejo, CA 92691

**John E. Hammack**  
2610 Calle Onice  
San Clemente, CA 92673

RECEIVED

OCT 09 2007

CALIFORNIA  
COASTAL COMMISSION

September 25, 2007

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

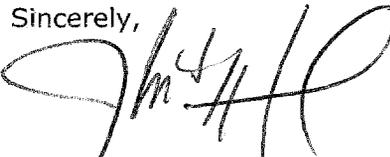
Chairman Patrick Kruer:

I live in San Clemente and I support the completion of the 241 Toll Road. I am writing to urge you to approve the project's application for Coastal Consistency Certification.

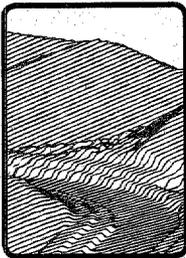
The road will provide a much-needed alternative to Interstate 5 and the frequent congestion which would be relieved by extending the 241. Having just one major route between two major metropolitan areas just doesn't make sense. The downsides of being without the 241 extension are just too great.

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.

Sincerely,



John E. Hammack



**PENCO Engineering, Inc.**

Civil Engineering  
Planning  
Surveying

October 4, 2007

Patrick Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Re: Please join me in supporting the completion of the Orange County toll road project!!

Dear Mr. Kruer:

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. Having just one major route between two metropolitan areas just doesn't make sense. For example, in case of emergencies, this alternative road could serve as a life line or evacuation route. In addition, 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. It will also relieve pressure on the I-5 transportation bottleneck that results in terrible traffic congestion many hours of the day. This congestion currently creates a safety issue which was exemplified earlier this year by the deaths of three beautiful children whose vehicle was struck by a semi truck (as they sat idle in congested conditions at mid-day).

Together, the Transportation Corridor Agencies have a strong and successful environmental record. These agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Countless hours of planning, careful mitigation, and other required and voluntary efforts have contributed to the groundwork of this project. I urge you to join me in supporting the completion of the 241, and vote to approve the project on October 11.

Thank you for your time,

George Jurica, P.E.  
President  
Penco Engineering, Inc.

IRVINE - INLAND EMPIRE

One Technology Park, Building J-725, Irvine, California 92618 Phone: (949) 753-8111 Facsimile: (949) 753-0775 www.pencoeng.com

5  
TO: CALIFORNIA COASTAL COMMISSION

RECEIVED

OCT 10 2007

PLEASE – no more delays

CALIFORNIA  
COASTAL COMMISSION

APPROVE THE 241 EXTENSION IN SOUTH ORANGE  
COUNTY

I am a long time resident of south Orange County. I have relatives in north San Diego County. So, I drive the I5 back and forth all of the time. The 241 extension is sorely needed to relive the traffic congestion that is getting worse every month.

This has been studied to death – PLEASE do not waste more time and money.

Thank You

Alan Kiehn  
Laguna Hills, CA



Received

OCT 11 2007

California Coastal Commission  
San Diego Coast District



RECEIVED

SEP 24 2007

CALIFORNIA  
COASTAL COMMISSION

9/20/2007

To: Chairman Patrick Kruer, California Coastal Commission

From: Mike Leeches, Quality Motors

Re: Completion of the 241.

I strongly support the completion of the 241 toll road. These toll roads have dramatically improved traffic congestion and reduced driving times for people traveling in, to or from South Orange County.

The completion of this road will improve congestion on the 91, 405, 55 and 5 freeways. Another benefit would be an additional evacuation route should there ever be a catastrophe at San Onofre Nuclear Generation Station.

The southbound traffic on the 5 on Saturdays is congested with cars traveling to San Diego County. The traffic coming from Riverside would completely by pass our area, relieving that congestion, and improving drive times for the families traveling south to enjoy what San Diego has to offer.

There is only one way to vote, please vote yes on completion of the 241. Lets finish what was started.

Thank you,

Mike Leeches  
President, Quality Motors.



RECEIVED

OCT 09 2007

CALIFORNIA  
COASTAL COMMISSION

October 3, 2007

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

RE: Support for 241 Extension

Dear Chairman Patrick Kruer:

I support the completion of the 241 Toll Road and am writing to urge you to approve the project's application for Costal Consistency Certification. The road will provide a much-needed alternative to Interstate 5.

I am a frequent commuter between Orange County and San Diego County and having just one major route between two 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.

Sincerely,

Greg Mickelson

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

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

September 27, 2007

Re: Orange County Toll Roads (Foothill Transportation Corridor – South)

Dear Coastal Commission Members,

I am a resident of Huntington Beach and employed in the Civil Engineering profession for 40 years.

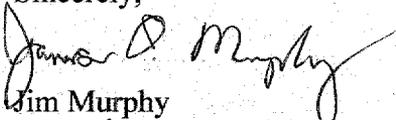
I support the completion of the Orange County Toll Roads by completing the construction of the Foothill Transportation Corridor – South. My family travels frequently from Huntington Beach to San Diego and we are finding the trip to be more congested each time we travel I-5. I also travel frequently between my Santa Ana and San Diego offices. The completion of the Toll Road will improve the San Diego trip. In 2030, 50,000 Average Daily Trips are expected on the Toll Road. These trips will be on I-5 if the Toll Road is not completed requiring significant improvement to I-5.

The segment of the Toll Road remaining to be constructed is the connection between Orange County and San Diego County or the southern terminus. The plan is to construct about 65 miles of Toll Road and about 15 miles of the Foothill Transportation Corridor – South remain to be constructed. If the southern connection is not constructed this will seriously impact the viability and performance of the entire Toll Road system.

Environmentally every device or means to reduce or eliminate impacts will be utilized. Some of the “Best Management Practices” that will be employed on the site are biological swales, extended detention basins and sand filters.

Any disturbances to the environment will be eliminated or minimized during and after the construction of the last segment of the Toll Road. The segment is badly needed to maintain mobility. You are strongly urged to vote for the completion of the Toll Road.

Sincerely,



Jim Murphy  
519 20<sup>th</sup> Street  
Huntington Beach, CA 92648

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

RE: 241 Toll Road

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.

Sincerely,



Gilbert O Nielsen

RECEIVED

OCT 11 2007

CALIFORNIA  
COASTAL COMMISSION

133 TURQUOISE AVE  
BALBAIS ISLAND, CA 92662

OCTOBER 11, 2007

COMMISSIONERS  
COASTAL COMMISSION  
STATE OF CALIFORNIA

RE: EXTENSION OF TOLL ROAD 241

DEAR COMMISSIONERS

IT IS RESPECTFULLY REQUESTED THAT  
YOU GIVE A FAVORABLE VOTE FOR THE SOUTHERN  
EXTENSION OF TOLL ROAD 241

THIS EXTENSION IS URGENTLY NEEDED TO  
TO DIVERT ISLAND EMPIRE TRAFFIC  
SOUTHWARD AND AWAY FROM THE CONGESTED  
METROPOLITAN AREAS OF ANAHEIM, SANTA ANA  
AND IRVINE,

SINCERELY,

Charles Randolph  
CHARLES RANDOLPH

949.673.4277

10/2/07

Patrick Krueger  
California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, Ca 94105

Mr. Krueger:

I am a resident of San Clemente for apx 35 years. I am writing to you and your commission to ask you to follow through with helping the completion of the 241. The I-5 through San Clemente is a disaster. It has been for years.

The last link Soothill-South was the one decided out of 10 study to help relieve the traffic in my area. It was decided that it was the best environmentally & financially to relieve. This route has been on the county plan since 1981.

(2)

Will you please note  
in favor of the completion of  
the 241. You elements need  
the completion separately.  
now not so years down  
the need when it  
will be even more great.

The longer the delay, the  
longer the trouble traffic  
and more expense will  
be to complete the road.

The longer it will take  
to pay it off to have  
it look a failure.

It would approach you  
consideration of my report.

Thank you,

Board of Road  
246 City of Columbia  
You elements, for 92622  
1-949-498.5329

**September 27, 2007**

**The Honorable Chairman Patrick Kreur and Commissioners  
California Coastal Commission  
45 Fremont St. Ste 2000  
San Francisco CA 94105**

**Dear Mr. Chairman and Commissioners:**

**I am a resident of Laguna Niguel, Orange County. I have been following up the Toll Road agencies' activities concerning all the toll roads, and most specifically the additional 16-miles planned Foothill South, which has been (unfortunately) delayed.**

**To establish credibility with you and other commissioners, I would like to introduce myself: I have been working as a Civil & Structural Engineer, Project Manager, Principal/Chief Engineer, for several firms for the past 45 years, most of them have been specialized in Transportation projects. I have been personally responsible for successful completion of many projects, relieving traffic, enhancing economic viability, saving lives and properties...**

**Additionally, I am a:**

- VOLUNTEER for the "Governors' Office of Emergency Services", on Safety Assessment;**
- Chairman of Readiness Program with "Society of American Military Engineers" (SAME), Orange County Post, and a Board member;**
- Certified with FEMA's "Incident Command System": IS-100, IS-200 & IS-700 (National Incident Management System)**
- Certified Nuclear Fallout Shelter Analyst--US-Dept. of Defense (1970)-cold war era!**
- Board Member of "Consulting Engineers and Land Surveyors of California" (CELSOC), Orange County Chapter**
- Fellow, American Society of Civil Engineers (life Member)**
- Transportation Committee member of American Council of Engineering Companies (ACEC); recently, advising House Transportation Committee (Chairman, James Oberstar's office), concerning Chairman's Bridge Initiative and his proposed legislation--to provide him answers to his bridge inspection policy questions, and discussions on the enhancement of the National Highway Institute (NHI) inspection training programs**

**Having been somewhat trained in "emergencies," I can very much appreciate the absolute need for additional roads/ACCESS for the people to move out quickly during any man-made or natural DISASTER.**

**I believe there have not been ADEQUATE awareness programs, to alert the opponents of the Foothill South Toll Road, concerning the IMPORTANCE of this additional 16-miles extension that would enhance their safety, security and economic viability, in addition to creating easier access for people to the our beautiful coastal areas.**

**Considering safety alone, I believe during a major earthquake, including a Tidal Wave (Tsunami), mostly, impacting our Beach Cities, our people would need alternative roads to move out of the areas, as quickly as possible.**

**If we focus on the possibility of the loss of lives, properties and economic disadvantages as a result of NOT HAVING an ALTERNATIVE ROUTE, as pointed out above, one may ask: What would be the "opportunity cost" of NOT HAVING the Foothill South in place, and/or delaying its construction?**

**During DISASTERS, we would all be concerned on our inability on HOW fast we could help our loved ones—getting them out to a safe and secure area—to help our elderly/helpless parents, children, and those who would need immediate hospitalization, and/or other assistance—simply get them out of DANGER. We would witness that I-5 would be terribly congested, or at least partially in-operational. Once we come to a conclusion that an alternative "egress" is absolutely needed, THEN it might be somewhat late—the damages have already been done, due to lack of alternative access. Would we be forced to implement the project THEN? You see, this deliberate schedule delay would increase project cost, as time is money; including having suffered the economic losses, in addition to possible safety and security concerns?**

**I trust the Commissioners will make the RIGHT decision, not to compromise human lives, let alone other concerns as indicated above. Let us ask ourselves: What is the value of ONE LIFE?**

**I thank you in advance for expediting the permit processes, and I want you to know that I do respect your ultimate decision.**

**Sincerely Yours,**



**Steven Tayanipour, PE, SE, F. ASCE, MBA, MSCE**  
12 Westcliff, Laguna Niguel, Calif. **Mobile #: (949)279-6379**

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

**John T. Tengdin**  
2859 Calle Heraldo  
San Clemente CA 92673-3572  
phone & fax 949-361-9595  
E-mail: j.t.tengdin@iecc.org

September 29, 2007

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

Dear Commissioners:

There is no doubt that the residents of San Clemente and all of south Orange County need traffic relief on Interstate 5 through this area. The alternates were studied in depth by the Federal resource agencies who concluded that the least damaging (from an environmental perspective) is what they called the "Green Alignment".

Yet the naysayers continue to ignore these detailed studies. The State Parks Commission is claiming that this alignment "will destroy the San Onofre State Park". Yet that same Commission signed a long term lease with the Marine Corps (actually the Department of the Navy) that includes the provision for an easement for just such an alignment. And the design places the roadway farther away from the inland campground than the existing camping spaces south of San Onofre Nuclear Generating Plant are from I-5. Further, there will be an earthen berm between the roadway and the inland campground.

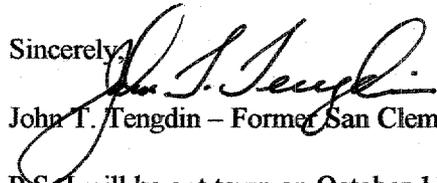
There is a claim by some that the roadway will destroy the watershed of San Mateo Creek. They ignore the detailed study done by one of the founders of the Surfrider Foundation that refutes that claim. The Federal resource agencies did not agree with the naysayers.

In a particularly outrageously selfish statement, the Surfrider Foundation claims that the bridge over I-5, connecting the proposed toll road to I-5, will be visible to the surfers and thus "impair the aesthetic surfing experience." These are the same people who, a decade ago, objected to the proposed construction of Marine Corps housing on the bluff overlooking Trestles Beach "because they might see houses while surfing"! But of course, ignoring the hugely visible twin domes of SONGS.

The only solution the objectors offer is to destroy San Clemente as it is today. They propose that I-5 be widened, claiming CalTrans already has adequate right of way to do this with minimal impact on surrounding homes and businesses. First of all, CalTrans has no funding for such a multi-billion dollar project. Even if they did have a funding source, CalTrans has repeatedly stated that there is not adequate right of way to add two lanes through this stretch. If they did acquire the right of way, it would take out over 500 homes and businesses just in San Clemente. Within the last five years, San Clemente Presbyterian Church (I am a member) completed a major renovation of its facilities – but started the project only after assurances from CalTrans they had no plans to widen I-5 beyond the existing right of way. Widening I-5 will destroy our church.

I urge you to approve the project's application for Coastal Consistency Certification. We need the traffic relief without further delay.

Sincerely,

  
John T. Tengdin – Former San Clemente Planning Commissioner

P.S. I will be out town on October 11. Otherwise, I would be attending your meeting in San Pedro.

**Greg Tonkovich**

1021 Didrikson Way, Laguna Beach, CA 92651 (949) 715-3628

---

September 24, 2007

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

**Subject: SUPPORT FOR THE COMPLETION OF STATE ROUTE 241**

Dear Mr. Kruer,

I support the completion of the 241 Toll Road and I am writing to urge you to approve the project's application for Coastal Consistency Certification. I live in Laguna Beach and I have noticed that when Interstate 5 gets severely backed up, vehicles seeking an alternative route end up on the already overcrowded Coast Highway in Laguna Beach, which usually turns Coast Highway into a parking lot. State Route 241 will provide a much needed alternative route through south Orange County as the only existing alternatives to Interstate 5 are city streets, which cannot handle the freeway traffic when the freeway gets blocked.

Also, all residents in Southern California should have the right to use and enjoy the Public South Orange County and Northern San Diego Beaches. These public beaches are one of Southern California's most unique resources and the majority of people should not be denied access, through not building roads to this area, in order protect those with the financial means that can afford to live near the coast so that they may have slightly less crowded beaches.

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

Sincerely,



Greg Tonkovich

September 19, 2007

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

Dear Chairman Patrick Kruer:

I am writing to urge you to approve the 241 Toll Road project's application for Coastal Consistency Certification. I, along with the mass majority of Orange County residents, support the completion of this vital road. Without the completion of the 241 toll road we will be left with a major void in our transportation system. The 241 toll road completion will provide a much-needed alternative to the congested Interstate 5.

Currently, in an emergency, we have only one option for moving through southern Orange County. Having the 241 Toll Road completed will provide an alternative to the I-5 which could be a life line in the event of a major terror or natural disaster. 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. This road has been studied long and hard over 20 plus years. The agencies have taken great care to ensure that this road will be built with sensitivity to the environment. Please approve this important project and give Orange County their right to mobility.

Thank you for your consideration. I trust you will take this decision seriously and keep in mind the will of the majority of Orange County residents. Let the Transportation Corridor Agencies complete this critical road by approving the project's application for Coastal Consistency Certification.

Sincerely,



Tamara S. Warren and John D. Warren  
Concerned Orange County residents

**RECEIVED**

SEP 24 2007

CALIFORNIA  
COASTAL COMMISSION

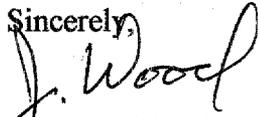
California Costal Commission  
45 Freemont Street, Suite 2000  
San Francisco, California 94105  
Attn: Chairman Patrick Kruer

Sept. 25, 2007

Dear Sir:

My family and I strongly support the completion of the 241 Toll Road. Please use your authority to approve this most needed project. The current congestion on Interstate 5 and the projected increase in coming years mandates immediate action on the part of our leaders. Our residents and visitors to our state have a right to enjoy our beautiful coast line between Orange Co. and San Diego without being caught in traffic for two hours or more. Please do the right thing and approve this project.

Sincerely,



James R. Wood  
21166 Mazatlan  
Mission Viejo, CA 92692  
949-581-6863

**Anne Zucca  
28676 Midsummer Lane  
Menifee, CA 92584  
951-672-8560**

**RECEIVED**

**SEP 24 2007**

**CALIFORNIA  
COASTAL COMMISSION**

September 19, 2007

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

Chairman Patrick Kruer:

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. This project is desperately needed.

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.

Respectfully submitted,



Anne Zucca

# California State Senate

STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4033  
FAX (916) 445-9754  
E-MAIL: SENATOR.ACKERMAN@SEN.CA.GOV



DISTRICT OFFICE  
17821 EAST 17TH STREET  
SUITE 180  
TUSTIN, CA 92780  
TEL (714) 573-1853  
FAX (714) 573-1859

**DICK ACKERMAN**  
SENATE REPUBLICAN LEADER  
SENATOR, THIRTY-THIRD DISTRICT

**RECEIVED**

**SEP 21 2007**

CALIFORNIA  
COASTAL COMMISSION

September 19, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection with special attention to the coastal zone.

The road will provide a much-needed alternative to Interstate 5. Local and regional traffic relief is a priority for thousands of residents who already spend too much time trapped in traffic. In addition to keeping workers and goods moving, this project would offer a vital escape route in times of emergencies.

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 are inaccessible unless residents want to battle ever-worsening congestion. Coastal California belongs to all, not a fortunate few.

Elected officials from the regional and local communities responsible for the mobility of their constituent residents and businesses have conducted more than 20 years of study and have spent more than \$20 million in environmental reviews to determine the best route for State Route 241.

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.

Sincerely,



DICK ACKERMAN  
Senator, 33<sup>rd</sup> District

cc:

Governor Arnold Schwarzenegger  
Lt. Governor John Garamendi  
Speaker Fabian Nunez  
Senate President Pro Tem Don Perata  
State Controller John Chiang  
Congressman Ed Royce  
Congressman Gary Miller  
Congressman Ken Calvert  
Congressman Dana Rohrabacher  
Congresswoman Loretta Sanchez  
Congressman John Campbell  
Congressman Darrell Issa  
Commissioner Steve Blank  
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 Chrisman  
Karen Scarborough  
Brian Baird  
Paul Thayer  
Dale E. Bonner, Secretary  
Majorie M. Berte, Undersecretary  
Mr. Peter Douglas

**MARIAN BERGESON**  
**Senator (Retired)**

September 28, 2007

Commissioner Mark Delaplaine  
California Coastal Commission  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

RECEIVED  
OCT 01 2007  
CALIFORNIA  
COASTAL COMMISSION

**RE: Extension of the 241 Toll Road, Orange County/San Diego County**

Dear Commissioner Delaplaine:

I am writing to urge your approval of the Foothill/Eastern Transportation Corridor Agency's State Route 241 Consistency Certification.

Interstate 5 is the only north-south route through southern Orange County. Today traffic at the San Diego/Orange County line is about 126,000 cars a day. In 2025, more than 200,000 cars will travel that same stretch of roadway each day. That 60 percent traffic increase will impact mobility, goods movement, access to the coast and quality of life in the area. In anticipation of this increase in traffic, the Foothill/Eastern Transportation Corridor Agency, along with federal resource agencies, has studied alternatives on how to best relieve traffic congestion on I-5 with the least impact to the natural environment, neighboring communities and the training mission at Camp Pendleton.

In February 2006 a preferred alignment was chosen that best addressed all competing needs and interests. The only reasonable way to complete the 241 Toll Road is to enter the Coastal Zone and connect with Interstate 5. Special care has gone into the design of the bridges in the Coastal Zone to minimize impacts to wetlands and environmentally sensitive habitat.

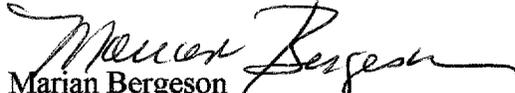
One of the reasons I support completing the 241 Toll Road is the improved goods movement that the roadway would facilitate. At a time when our ports are unloading record amounts of goods, it is imperative for those products to be transported to their destinations in a timely way. The state economy relies on efficient goods movement and the Interstate 5 is the only facility supporting this objective between the major cities of San Diego and Los Angeles. When the Interstate is temporarily closed due to a traffic accident, cargo spill or other emergency, those vehicles are stuck in place. We need to ensure that goods and people have the mobility they need.

Some opponents of this project claim that traffic relief can be achieved by simply widening Interstate 5. There is no state funding allocated for this project, which is estimated to cost more than \$2 billion. Even if the funds were available, this option would require the removal of about 1,100 homes and businesses. Widening the Interstate would not create

an alternative route, which is a clear benefit of the 241 Toll Road project. Widening I-5 is not a true alternative to this project. It is instead a noisy distraction touted by opponents who do not support the major infrastructure improvements needed to accommodate our growing population.

I urge you to consider the importance of transportation options near our coast so that everyone has a chance to enjoy the beauty of our beaches. Allowing important state-wide arteries to be clogged with traffic will only discourage access.

Sincerely,

A handwritten signature in cursive script that reads "Marian Bergeson". The signature is fluid and extends to the right.

Marian Bergeson  
mbergeson@roadrunner.com

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0072  
(916) 319-2072  
FAX (916) 319-2172

DISTRICT OFFICE  
210 WEST BIRCH STREET, SUITE 202  
BREA, CA 92821  
(714) 672-4734  
FAX (714) 672-4737

September 24, 2007

Assembly  
California Legislature



MICHAEL D. DUVALL  
ASSEMBLYMEMBER, SEVENTY-SECOND DISTRICT

COMMITTEES  
TRANSPORTATION, VICE CHAIR  
INSURANCE  
BUDGET  
JOINT LEGISLATIVE BUDGET  
BUDGET SUBCOMMITTEE #2 -  
EDUCATION FINANCE

RECEIVED

SEP 26 2007

CALIFORNIA  
COASTAL COMMISSION

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

**RE: Foothill-South Toll Road Consistency Certification (SUPPORT)**

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed alternative to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year.

Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people in a timely way. Foothill-South would help unplug a system that is filled with gridlock.

Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent. With congestion at that level, people who live in my district are forced to battle traffic just to spend a day at the beach. This road would mean more residents would have the opportunity to enjoy the coastal resources in the region.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. The route selected is the best option for both environmental stewardship and traffic relief, and I respectfully urge your support for the 241 application.

Should you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Michael D. Duvall".

MIKE DUVALL  
Assemblyman, 72<sup>nd</sup> District

Patrick Kruer, Chair  
California Coastal Commission  
September 24, 2007  
Page Two

cc.

Commissioner Steve Blank  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, California State Controller  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0074  
(916) 319-2074  
FAX (916) 319-2174

DISTRICT OFFICE  
1910 PALOMAR POINT WAY  
CARLSBAD, CA 92008  
(760) 929-7998  
FAX (760) 929-7999

Assembly  
California Legislature



MARTIN GARRICK  
ASSEMBLYMEMBER, SEVENTY-FOURTH DISTRICT

COMMITTEES  
VICE CHAIR  
EDUCATION  
MEMBER  
INSURANCE  
TRANSPORTATION

September 21, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

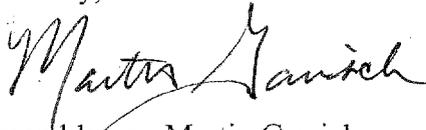
Foothill-South is the final piece of a 67-mile toll road system that was planned more than 20 years ago to accommodate the growing communities in the region. Foothill-South and additional transportation improvement projects are needed to alleviate traffic congestion on existing roads.

Our region's major freeways all have segments that move at less than 10 miles per hour during the most heavily traveled times of the day. The final 16 miles of the 241 Toll Road will streamline travel for the hundreds of thousands of drivers along Interstate 5 in Orange County and northern San Diego County. That is critical for accident response time and in the case of larger emergencies.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.

Completion of the 241 will contribute to congestion relief, economic strength and job growth. It is a needed project that will only improve the quality of life in the area. I urge you to approve the project's application for Coastal Consistency.

Sincerely,



Assemblyman Martin Garrick  
74<sup>th</sup> Assembly District

cc.

Commissioner Steve Blank  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, California State Controller  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0060  
(916) 319-2060  
FAX (916) 319-2160

DISTRICT OFFICE  
23355 E. GOLDEN SPRINGS DRIVE  
DIAMOND BAR, CA 91765  
(909) 860-5560  
FAX (909) 860-5664

WEBSITE  
[www.assembly.ca.gov/huff](http://www.assembly.ca.gov/huff)

# Assembly California Legislature



**BOB HUFF**  
REPUBLICAN CAUCUS CHAIR  
ASSEMBLYMAN, SIXTIETH DISTRICT

COMMITTEES  
EDUCATION  
HEALTH  
TRANSPORTATION  
BUDGET SUB. 5,  
INFORMATION TECHNOLOGY  
AND TRANSPORTATION

September 24, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007)  
SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

I'm writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. The Texas Transportation Institute this week released its annual urban mobility report, naming the Orange County/Los Angeles region as the most congested in the nation. San Diego followed as sixth worst. Traffic is getting worse each month while a project that could help solve the problem is delayed.

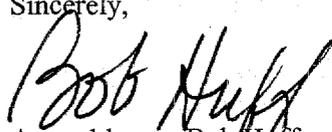
Foothill-South would not only offer commuters an alternative to increasing daily traffic, but an escape route during emergencies. Some opponents to this traffic relief alternative advocate widening the I-5, but no matter how wide the freeway is, if it ever is shut down, alternatives are needed.

The 241 completion route was determined by a historic collaborative effort between at least six different agencies. The U.S. Fish and Wildlife Service, Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration, Caltrans and Camp Pendleton were all involved in selecting the alignment. Dozens of options were considered. Six toll road alternatives and two non toll road alternatives were extensively analyzed. The route ultimately selected provides the most traffic relief, requires no removal of homes and doesn't interfere with military operations at nearby Camp Pendleton. No other route will work.

TCA has a record of environmental excellence. The Agencies have taken great care to ensure that water quality in the area will be protected, sensitive wetlands will be avoided and the road will have as little environmental impact as possible.

Please consider the benefits of this project and approve the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification.

Sincerely,

  
Assemblyman Bob Huff  
60<sup>th</sup> Assembly District

cc:

Commissioner Steve Blank  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
The Honorable John Garamendi, Lieutenant Governor  
The Honorable John Chiang, California State Controller  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0069  
(916) 319-2069  
FAX (916) 319-2169

DISTRICT OFFICE  
2400 E. KATELLA AVENUE, STE. 640  
ANAHEIM, CA 92806  
(714) 939-8469  
FAX (714) 939-8986

e-mail: [assemblymember.solorio@assembly.ca.gov](mailto:assemblymember.solorio@assembly.ca.gov)  
website: [www.assembly.ca.gov/solorio](http://www.assembly.ca.gov/solorio)

# Assembly California Legislature

COMMITTEES  
APPROPRIATIONS  
EDUCATION  
PUBLIC SAFETY (CHAIR)  
TRANSPORTATION

**JOSE SOLORIO**  
ASSEMBLYMAN, SIXTY-NINTH DISTRICT

September 24, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

The final segment of the 241 Toll Road is an important traffic relief measure. It is clear that we need to address traffic congestion in this area. There will be a 60 percent increase in traffic on the I-5, the only major route between two metropolitan areas, by 2025. In the 11 miles from the San Diego County border northward, combined morning and evening peak hour gridlock will be eight hours. With the Toll Road, the projected congestion on that route will be reduced by 500 percent. It will take 58,000 vehicles per day off of I-5.

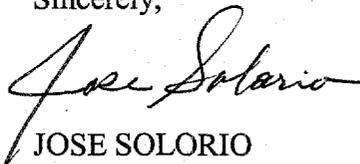
The 241 Toll Road has other benefits as well. It will help the state achieve critical reductions in greenhouse gas emissions. With the Toll Road completed, there will be an actual decrease of over 568,000 pounds per day of CO2 emissions. That amounts to over 207 million pounds per year of emissions reduced by the 241 extension.

A sophisticated water quality program has been developed to protect water quality along the entire 16-mile route. Additionally, plans have been put in place to collect and treat runoff from a two-mile portion of Interstate 5, which currently has no water quality system to prevent runoff from draining into local streams.

The population is booming and quality of life for people throughout the region depends on having an alternative route. People should not have to waste their valuable time and money stuck in traffic. After more than 20 years of planning and more than \$20 million in environmental planning, it is time to move forward with construction of the final segment of the 241 Toll Road.

Please approve the Foothill-South Toll Road CZMA Consistency Certification.

Sincerely,



JOSE SOLORIO  
State Assemblyman

Representing Anaheim, Garden Grove, and Santa Ana



cc.

Commissioner Steve Blank  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
The Honorable John Garamendi, Lieutenant Governor  
The Honorable John Chiang, California State Controller  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0071  
(916) 319-2071  
FAX (916) 319-2171

DISTRICT OFFICE  
1940 N. TUSTIN AVENUE, SUITE 102  
ORANGE, CA 92865  
(714) 998-0980  
(951) 737-1671  
FAX (714) 998-7102

E-MAIL:  
Assemblymember.Spitzer@assembly.ca.gov  
WEB SITE:  
www.assembly.ca.gov/spitzer

# Assembly California Legislature



**TODD SPITZER**  
ASSEMBLYMEMBER, SEVENTY-FIRST DISTRICT  
CHIEF REPUBLICAN WHIP

COMMITTEES:  
HUMAN SERVICES  
REVENUE AND TAXATION  
RULES (ALTERNATE)  
JOINT COMMITTEES:  
LEGISLATIVE AUDIT  
SELECT COMMITTEES:  
CHAIR, PRISON CONSTRUCTION  
AND OPERATIONS

September 24, 2007

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

RECEIVED  
SEP 25 2007  
CALIFORNIA  
COASTAL COMMISSION

## RE: SUPPORT Oct. 11 Foothill-South Toll Road CZMA Consistency Certification

Dear Chairperson Kruer and Members of the Commission:

The final 16 miles of the 241 Toll Road, Foothill-South, are an important component of our regional transportation system. The route is part of long-range transportation plans for both San Diego and Orange County. After exhaustive study of dozens of routes, the final alignment was selected because, while being sensitive to the environment, it relieves traffic congestion without taking any homes or businesses.

Free-flowing traffic continues to be integral to our economic strength and tourism trade. Residents consistently rank traffic relief as a top concern. The completion of Foothill-South, which will streamline travel for hundreds of thousands of travelers along Interstate 5 in Orange County and northern San Diego County, is critical.

In addition to traffic relief, this project will also improve access to our coast. The growing communities to the east of Orange County have very few transportation options. For those residents, access to beaches and camping depend on having an alternative to Interstate 5.

The Foothill/Eastern Transportation Corridor Agency has spent six years and \$20 million working in partnership with federal and state resource agencies in an effort to find a way to balance the need for local and regional traffic relief with the desire to protect the natural resources of our environment. This project can accomplish both.

Please approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification.

Sincerely,



Assemblyman Todd Spitzer  
71<sup>st</sup> Assembly District

cc.

Commissioner Steve Blank  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, California State Controller  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0068  
(916) 319-2068  
FAX (916) 319-2168  
DISTRICT OFFICE  
1503 SOUTH COAST DRIVE, STE. 205  
COSTA MESA, CA 92626  
(714) 668-2100  
FAX (714) 668-2104  
E-MAIL  
assemblymember.tran@assembly.ca.gov

Assembly  
California Legislature



VAN TRAN  
ASSISTANT REPUBLICAN LEADER  
ASSEMBLYMAN, SIXTY-EIGHTH DISTRICT

COMMITTEES:  
VICE CHAIR  
JUDICIARY  
MEMBER  
UTILITIES AND COMMERCE  
GOVERNMENTAL ORGANIZATION

September 24, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. The roadway is a vital link in our regional transportation system. The completed 241 is already part of Orange County and San Diego regional transportation plans.

The project has been the subject of major planning efforts for decades, and has been on the County's Master Plan of Arterial Highways since 1981. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

Mobility is a critical element to public safety and this route would give thousands of California residents an escape route in case of a national disaster or other emergency. It would also decrease response time for emergency and safety workers.

Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent. With congestion at that level, people who live in my district are forced to battle traffic just to spend a day at the beach. This road would mean more residents would have the opportunity to enjoy the coastal resources in the region.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. The route selected is the best option for both environmental stewardship and traffic relief.

Sincerely,

VAN TRAN  
Assemblyman, 68<sup>th</sup> District

cc.

Commissioner Steve Blank  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor  
The Honorable John Chiang, California State Controller  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

**COMMITTEES:**

APPROPRIATIONS, VICE CHAIR  
AGING AND LONG TERM CARE  
BANKING AND FINANCE  
JOINT LEGISLATIVE BUDGET

**Assembly  
California Legislature**



**MIMI WALTERS**  
ASSISTANT REPUBLICAN LEADER  
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT

**STATE CAPITOL**  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0073  
(916) 319-2073  
FAX (916) 319-2173

**DISTRICT OFFICE**  
302 NORTH COAST HIGHWAY  
OCEANSIDE, CA 92054  
(760) 757-8084  
FAX (760) 757-8087

**DISTRICT OFFICE**  
24031 EL TORO ROAD, SUITE 210  
LAGUNA HILLS, CA 92653  
(949) 457-7333  
FAX (949) 457-7305

September 28, 2007

James Wickett  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105-2219

Dear Ms. Wickett:

Congratulations on your recent appointment as alternate member for the California Coastal Commission. This is a great honor that indicates that your years of hard work and dedication have provided you with the abilities necessary to serve California. With this Governor's appointment come many new opportunities and responsibilities.

By appointing you, Governor Schwarzenegger has demonstrated his confidence that you will effectively carry out the responsibilities of your new office to serve the interests of the people of the State of California.

It is a pleasure to congratulate you on this great honor. I look forward to working with you in your new capacity.

Sincerely,

A handwritten signature in cursive script that reads "Mimi Walters".

MIMI WALTERS  
Assemblywoman, 73<sup>rd</sup> District

STATE CAPITOL  
SACRAMENTO, CA 95814  
(916) 651-4038  
(916) 446-7382 FAX

DISTRICT OFFICES  
1910 PALOMAR POINT WAY  
SUITE 105  
CARLSBAD, CA 92008  
(760) 931-2455  
(760) 931-2477 FAX

27126A PASEO ESPADA  
SUITE 1621  
SAN JUAN CAPISTRANO, CA 92675  
(949) 489-9838  
(949) 489-8354 FAX

# California State Senate

SENATOR  
**MARK WYLAND**  
THIRTY-EIGHTH SENATE DISTRICT



COMMITTEES  
VETERANS AFFAIRS  
CHAIR  
EDUCATION  
VICE-CHAIR  
LABOR & INDUSTRIAL  
RELATIONS  
VICE-CHAIR  
BUDGET AND FISCAL  
REVIEW  
HEALTH  
GOVERNMENTAL  
ORGANIZATION

September 20, 2007

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

The completion of State Route (SR) 241 would provide significant benefits to Southern California. The completion of this project would create 21,000 high-paying jobs in the region. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved.

The final segment of SR-241 will provide a much-needed alternative to Interstate 5. I would urge you to consider what commerce between the San Diego border and the Orange County/Los Angeles area will look like when commercial trucks and service vehicles come to a grinding halt in traffic, which is projected to increase by 60 percent at the Orange County/San Diego County line by 2025.

An alternative widening of Interstate 5 in South Orange County would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans, and require the bulldozing of 838 homes and shuttering 382 businesses. The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable.

Completion of SR-241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who reside and work here. There has been a great deal of misinformation put forth about what might happen to the surf break at Trestles at San Onofre State Beach. TCA specifically analyzed potential impacts to coastal surf spots. Studies concluded that there will be no effect in sediment movement and therefore no effect on surf breaks.

I respectfully request that you approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. Should you have any further questions or concerns, please do not hesitate to contact my office.

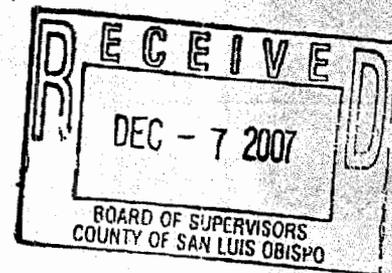
Sincerely,



**Mark Wyland**  
**Senator, 38<sup>th</sup> Senate District**

cc.

Commissioner Steve Blank  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
The Honorable John Garamendi, Lieutenant Governor  
The Honorable John Chiang, California State Controller  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



December 4, 2007

1121 L Street, Suite 502  
Sacramento, CA 95814

Phone: (916) 447-7018  
Fax: (916) 447-4048  
Email: cscl@pacbell.net

Khatchik Achadjian  
South Coast Representative  
California Coastal Commission Member  
1055 Monterey Street, Room D-430  
San Luis Obispo, CA 93408

Jose Mejia  
*Director*

José A. Moreno  
*Northern California  
Business Manager*

Mike Quevedo, Jr.  
*Southern California  
Business Manager*

Rocco Davis  
*Regional Manager*



Dear Khatchik:

On behalf of the California State Council of Laborers I am writing in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 447-7018 if you have any question.

Sincerely,

Jose Mejia  
Director

cc: Mike Quevedo, Jr. – Southern California District Council of Laborers  
Ray Moreno – Laborers Local 89  
Armando "Mando" Esparza – Laborers Local 652



November 28, 2007

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 Irvine Chamber of Commerce supports the completion of the 241 Toll Road and requests 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,

A handwritten signature in black ink, appearing to read "Jacquie Ellis".

Jacquie Ellis  
CEO/President  
Irvine Chamber of Commerce



December 4, 2007

1121 L Street, Suite 502  
Sacramento, CA 95814

Phone: (916) 447-7018  
Fax: (916) 447-4048  
Email: cscl@pacbell.net

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

Dear Sarah:

On behalf of the California State Council of Laborers I am writing in strong support of the Highway 241 extensions.

Our members, as well as other commuters in Los Angeles/Orange County, spent an average of 93 hours per year stuck in traffic; in San Diego, it's 52 hours a year. The cost of wasted time away from home in traffic and wasted fuel in these two urban regions is more than \$12 billion a year. This growing congestion not only is extremely harmful to our environment, but it makes Southern California less competitive as a place to live, raise a family, work and do business. This toll road project will create thousands of new construction and related jobs, not to mention future jobs that will be created by improving access into San Diego.

This new roadway will go a long way to opening up this vital state corridor and solving some of the areas congestion problems. It also will provide an alternative route to I-5 in case of disasters such as the most recent devastating wildfires.

This project has been in the works since 1991. It has garnered the support of business, labor and many other California leaders because it has been an open process. Its location was specifically moved to avoid habitats of assorted toads, mice, Indian sites and wetlands. Because it is a toll road, it is user-pay and will not divert one dollar of taxpayer funds from other projects.

It is now time to move forward, rather than continue to delay and potentially endure an even larger impact to the environment and the economy. We strongly urge you support the 241 toll road project as it comes before you at the February California Coastal Commission meeting.

Please contact my office at (916) 447-7018 if you have any question.

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Mejia".

Jose Mejia  
Director

cc: Mike Quevedo, Jr. – Southern California District Council of Laborers  
Ray Moreno – Laborers Local 89  
Armando "Mando" Esparza – Laborers Local 652



## CITY OF LAGUNA HILLS

*City Council*

December 3, 2007

MAYOR  
*Melody Carruth*  
MAYOR PRO TEMPORE  
*L. Allan Songstad, Jr.*

COUNCIL MEMBERS  
*Randal Bressette*  
*Joel Lautenschleger*  
*R. Craig Scott*

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

SUBJECT: Completion of State Route 241 – Foothill South

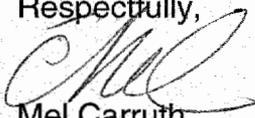
Dear Chairman Kruer and Members of the Commission:

The completion of the final segment of State Route 241 – Foothill South, is a critically important regional traffic improvement for Southern California. It will provide a much needed alternative to Interstate 5 and create a secondary route between two major metropolitan areas, Orange County and San Diego County. This additional access route is essential in the event of a major disaster as was evident last October when the fires and evacuations brought the I-5 to a complete standstill for approximately 12 hours.

State Route 241 has been in the planning stages for more than ten years and has been on the Master Plan of Arterial Highways since 1981. The Transportation Corridor Agencies have a proven and successful environmental record and worked extensively with the U.S. Marine Corps, the Environmental Protection Agency, the U.S. Department of Fish and Wildlife, the U.S. Army Corps of Engineers, CalTrans, and the Federal Highway Administration in analyzing and designing the project, which balances the need for traffic relief while ensuring sensitivity to the environment.

Given all the time and analysis and public participation that have gone into the selection of the Preferred Alignment for State Route 241, it is now the time to complete this vital link in our regional mobility system. Leadership is needed to get this roadway built. As Mayor of the City of Laguna Hills, on behalf of the City Council and its residents, I urge you to actively support this important project.

Respectfully,

  
Mel Carruth  
Mayor

cc: City Council Members

November 27, 2007

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

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,

  
2610 E. Riding Way.  
Orange, Ca 92867

Date: November 29, 2007

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

**Re: Support for completion of State Road 241**

Dear Chairman Krurer and Coastal Commissioners:

I am writing to express my strong support for the completion of State Road 241 so that it connects to I-5 Freeway. Today, the I-5 is the only major roadway through this area of South Orange County. As was evident by the freeway closure on the I-5 in Santa Clarita, alternative roadways and escape routes are needed.

Widening the I-5 is not the answer. It will require the demolition of more than 1,200 homes and businesses and cost more than \$2 billion in taxpayer dollars that the state does not have. As the *Los Angeles Times* reported in their October 15, 2007 article titled "**Study by foes or toll road is flawed,**" a cursory review of this project by a four-person transportation firm out of Vermont cannot replace 20 years and \$20 million of analysis conducted by the Transportation Corridor Agencies (TCA) in conjunction with Caltrans and the U.S. Federal Highway Administration.

Unfortunately, Coastal Commission staff put more credibility into this \$100,000 report by a couple of out-of-state engineers that aren't even certified in California than a comprehensive analysis by a combined effort of local, state and federal transportation agencies. Caltrans safety requirements should be brought into consideration prior to rendering your decision. It is clearly apparent that your staff is willing to use any reasoning – no matter how flawed – in order to support the conclusions they obviously reached prior to reviewing the facts.

Science and evidence shows that the water quality and wave formation at Tresstles will be unaffected by this roadway connection with the I-5 a half-mile away. Yet again, your staff sides with speculation and conjecture when dreaming up the possibility of coastal impacts with no scientific basis for those conclusions.

Access to the coast is one of the missions of the Coastal Commission and this roadway will clearly provide better access for more Californians – especially those who live inland and don't get much chance to enjoy the recreation opportunities our public beaches provide.

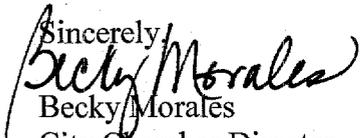
Clearly there are economic benefits of building this infrastructure enhancement project as well. Customers and employees alike use the road to reduce their "windshield time." And even those who don't choose to use the road will notice the reduced congestion on the freeway from those who do.

From an environmental standpoint, the road will also reduce greenhouse gas emissions by relieving traffic and reducing the number of vehicles idling in gridlock. The road was carefully designed to avoid the habitat of the Pacific pocket mouse and to reduce wetland impacts. These issues were either dismissed or mocked by the Coastal Commission staff report.

At the end of the day, the choice comes down to bulldozing more than 1,000 homes and businesses to widen the I-5 to Caltrans' safety standards, or having the 241 extension run next to the 161 leased campsites located east of the I-5 freeway in a State Park leasehold that expires in 14 years.

Please vote to protect these homes and increase access to the beach for all. Please vote to approve the completion for State Road 241.

Sincerely,

A handwritten signature in black ink that reads "Becky Morales". The signature is written in a cursive style with a large initial "B".

Becky Morales

City Chamber Director

South Orange Regional Chamber of Commerce

Resident of Aliso Viejo, CA

24421 Caracas Street  
Dana Point, CA 92629

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

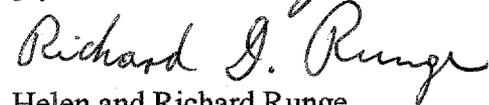
November 28, 2007

Dear Chairman Kruer:

My husband and I support the extension of the 241 Tollway in South Orange County to connect with Interstate 5 in San Clemente. Since the inception of the NAFTA agreement, traffic has increased substantially. There are times during the day when south county I-5 traffic slows to a crawl. This is when there is no emergency, just heavy traffic. It is frightening to think that in the event of a major catastrophe, I-5 could be our only escape route.

Please allow this road to be built. On the few occasions when I-5 was closed north of Oceanside (usually due to severe accidents), we saw dramatically reduced traffic in Orange County. Diverting some of the north and east bound traffic at the far south end of the county would certainly move traffic more efficiently through the central portion of the county.

Sincerely,

  
  
Helen and Richard Runge

cc: Transportation Corridor Agencies

October 20, 2007

Subject: SUPPORT FOR TOLL ROAD 241

Chairman Kruer,

The stop-and-go traffic on Interstate 5 in San Clemente stands as a stinking, polluting testament that more transportation options are needed to move people between San Diego and Orange Counties.

There are more cars and more people each passing year. Completing the 241 Corridor toll road is INEVITABLE. The traffic will not diminish because some folks "hope so."

The toll road project needs to be COMPLETED NOW.

A handwritten signature in cursive script that reads "Susan Zimmer". The signature is written in dark ink and is positioned above the typed name and address.

Susan Zimmer  
124 Calle Patricia  
San Clemente, 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 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,

*Sandra Preczewski*  
*Tustin, Ca. 92782*

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

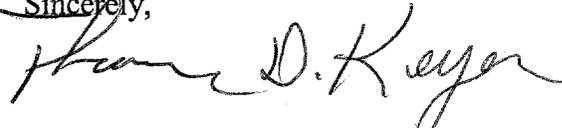
Dear Chairman Kruer:

As someone who experiences firsthand the congestion on the I-5 in South Orange County, I strongly urge you to take the next step in seeing that the Foothill-South Toll Road is built. These traffic jams on the I-5 will only get worse, and the alternative of widening the freeway has serious consequences, including the condemnation and bulldozing of 800 homes and 400 businesses.

Planners, including state and federal agencies, have studied Foothill-South for 20 years to design the most environmentally sensitive alignment possible. President Bush and Gov. Arnold Schwarzenegger have even applauded projects like Foothill-South as a way to build new roads and reduce congestion – all without using taxpayer funds.

The toll road is badly needed as an alternative to the I-5. Please support the extension of Foothill-South by approving the application for a Consistency Certification.

Sincerely,

  
Newport Beach

November 7, 2007

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

**Re: Support for completion of State Road 241**

Dear Chairman Krurer and Coastal Commissioners:

I am writing to express my strong support for the completion of State Road 241 so that it connects to I-5 Freeway. Today, the I-5 is the only major roadway through this area of South Orange County. As was evident by the freeway closure on the I-5 in Santa Clarita, alternative roadways and escape routes are needed.

Widening the I-5 is not the answer. It will require the demolition of more than 1,200 homes and businesses and cost more than \$2 billion in taxpayer dollars that the state does not have. As the *Los Angeles Times* reported in their October 15, 2007 article titled "**Study by foes of toll road is flawed,**" a cursory review of this project by a four-person transportation firm out of Vermont cannot replace 20 years and \$20 million of analysis conducted by the Transportation Corridor Agencies (TCA) in conjunction with Caltrans and the U.S. Federal Highway Administration.

Unfortunately, Coastal Commission staff put more credibility into this \$100,000 report by a couple of out-of-state engineers that aren't even certified in California than a comprehensive analysis by a combined effort of local, state and federal transportation agencies. Caltrans safety requirements should be brought into consideration prior to rendering your decision. It is clearly apparent that your staff is willing to use any reasoning – no matter how flawed – in order to support the conclusions they obviously reached prior to reviewing the facts.

Science and evidence shows that the water quality and wave formation at Trestles will be unaffected by this roadway connection with the I-5 a half-mile away. Yet again, your staff sides with speculation and conjecture when dreaming up the possibility of coastal impacts with no scientific basis for those conclusions.

Access to the coast is one of the missions of the Coastal Commission and this roadway will clearly provide better access for more Californians – especially those who live inland and don't get much chance to enjoy the recreation opportunities our public beaches provide.

Clearly there are economic benefits of building this infrastructure enhancement project as well. Customers and employees alike use the road to reduce their "windshield time." And even those who don't choose to use the road will notice the reduced congestion on the freeway from those who do.

From an environmental standpoint, the road will also reduce greenhouse gas emissions by relieving traffic and reducing the number of vehicles idling in gridlock. The road was carefully designed to avoid the habitat of the Pacific pocket mouse and to reduce wetland impacts. These issues were either dismissed or mocked by the Coastal Commission staff report.

At the end of the day, the choice comes down to bulldozing more than 1,000 homes and businesses to widen the I-5 to Caltrans' safety standards, or having the 241 extension run next to the 161 leased campsites located east of the I-5 freeway in a State Park leasehold that expires in 14 years.

Please vote to protect these homes and increase access to the beach for all. Please vote to approve the completion for State Road 241.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Whissen', with a long horizontal flourish extending to the right.

Darren Whissen  
Financial Advisor  
Edward Jones  
25431 Trabuco Road, Suite 3  
Lake Forest, CA 92630  
949-457-0322



# ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602

Chip Prather, Fire Chief

(714) 573-6000

www.ocfa.org

October 25, 2007

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

RECEIVED

NOV 02 2007

CALIFORNIA  
COASTAL COMMISSION

**Subject: Support for completion of 241 Toll Road – Coastal Consistency Certification**

Dear Honorable Commissioners:

On behalf of the Orange County Fire Authority, I wish to inform you of our support for the proposed extension of Highway 241 Foothill-South. This corridor has allowed us to dispatch vehicles and personnel quickly and safely to emergency incidents. In the case of recent wildfires this highway has provided for rapid response and containment, preventing the loss of homes and lives. In an emergency, minutes can mean lives and primary highway routes like the proposed Foothill-South Toll Road extension are essential to providing timely emergency service.

The recently approved projects of approximately 14,000 homes in Rancho Mission Viejo, the area east of San Juan Capistrano and north of San Clemente will place additional demands for public safety resources. Connecting Highway 241 to Interstate 5 will expedite our ability to service these communities with emergency apparatus from the north and south. Additionally, in the event of an incident at the San Onofre Nuclear Generating Station requiring evacuation of the surrounding areas, this connection greatly enhances our ability to respond in as residents are evacuating out of the area.

Therefore, I request that you consider the importance of the planning process that has gone into this project and support the extension of Highway 241 Foothill-South. If you would like any further information please feel free to contact my office at (714) 573-6010.

Sincerely,

Chip Prather  
Fire Chief



October 30, 2007

Mr. Patrick Kruer, Chair  
ATTN: Mr. Mark Delaplaine  
California Coastal Commission  
45 Fremont St, Suite 2000  
San Francisco, CA 94105

Dear Mr. Kruer,

CalChamber, representing more than 16,000 diverse members, respectfully asks you to support the completion of the Orange County 241 Toll Road and approve the project's application for Coastal Consistency Certification.

CalChamber's diverse members range from companies like Mondavi Winery and the Walt Disney Corporation, to local companies with a handful of employees. In fact, CalChamber members employ one-fourth of the private sector workforce in California. The completion of Orange County's Toll Roads is important to our members.

The completion of the 241 Toll Road would save our members, and all Californians, more than \$182 million a year from the travel time saved as a result of reduced traffic congestion during just the daily peak periods; save over 2 million gallons of gasoline per year as a result of improved fuel efficiency; and save California the estimated \$2.4 billion it would cost taxpayers and the state to widen Interstate 5.

California critically needs the 241 Toll Road as an alternative to I-5 to assist the flow of goods and commerce, serve as an emergency evacuation route, and provide access to the coastline for all Californians.

To add to the merits of our cause, the Transportation Corridor Agencies have a strong and successful environmental record. Countless hours have been taken by these agencies to ensure that this road will be built with sensitivity to the environment.

For more than 100 years, the CalChamber has worked to make California a better place – help us by joining our efforts to approve the project's application for Coastal Consistency Certification. Thank you.

Sincerely,

Jason Schmelzer  
Policy Advocate  
California Chamber of Commerce



Office of the City Council

RECEIVED

OCT 12 2007

CALIFORNIA  
COASTAL COMMISSION

## City of Tustin

300 Centennial Way  
Tustin, CA 92780  
www.tustinca.org  
(714) 573-3010  
FAX (714) 838-1602

October 2, 2007

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

### RE SUPPORT for 241 Toll Road Consistency Certification

Dear Chairman Kruer and Members of the Commission:

The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely,

Doug Davert  
Councilmember

Lou Bone  
Mayor

Jerry Amante  
Mayor Pro Tem

Doug Davert  
Council Member

Tony Kawashima  
Council Member

Jim Palmer  
Council Member

c: Commissioner Steve Blank  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
Commissioner Bonnie Neely  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Mr. Peter M. Douglas, Executive Director, California Coastal Commission  
Mr. Mark Delaplaine, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, State Controller, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



**CITY OF ANAHEIM  
OFFICE OF THE MAYOR  
AND CITY COUNCIL**

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

CURT PRINGLE, Mayor  
BOB HERNANDEZ, Mayor Pro Tem  
LORRI GALLOWAY, Council Member  
HARRY S. SIDHU, P. E., Council Member  
LUCILLE KRING, Council Member

September 26, 2007

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

Attention: Chairman Pat Krueer

RE: Completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along all of the Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance miles away, but virtually inaccessible due to traffic congestion.

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.

Sincerely,

Lucille Kring  
Councilwoman



September 21, 2007

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

RECEIVED  
OCT 01 2007  
CALIFORNIA  
COASTAL COMMISSION

**Diane L. Harkey**  
Mayor

**Lisa A. Bartlett**  
Mayor Pro Tem

**Lara Anderson**

**Joel Bishop**

**Steven H. Weinberg**

Re: Support 241 Tollroad Completion

Chairman Patrick Kruer:

Dear Chairman Kruer:

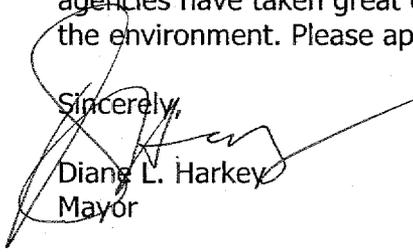
As one of the City of Dana Point's appointed Directors of the Transportation Corridor Agency, I wish to express support for the completion of the 241 Toll Road. I am writing to urge you to approve the project's application for Coastal Consistency Certification.

With only one north/south access in South Orange County (the Interstate 5) the road will provide a much-needed alternative to the "virtual parking lot" that the 5 has become during commute hours and weekends. Having just one major route between two major metropolitan areas, Orange and San Diego Counties, is impacting our quality of life on a daily basis. While we are increasingly promoting alternatives to automobile usage, and working within the region to achieve and expand on viable multimodal transport, completing the Tollroad is the pivotal component of our transportation element for future planning. Indeed, our County's AQMD assumes the road will be completed.

Protecting South Orange County's water quality and beaches is an important part of the Foothill-South project. Our city is actively involved in protecting the watersheds in our jurisdiction as well as the seven miles of coastline providing some of the most beautiful recreational beaches in California. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks. In addition, 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 or more to visit the beach.

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.

Sincerely,

  
Diane L. Harkey  
Mayor

cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

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 Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission ✓

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



## CITY OF LAGUNA HILLS

*City Council*

September 21, 2007

MAYOR  
Melody Carruth  
MAYOR PRO TEMPORE  
L. Allan Songstad, Jr.

COUNCIL MEMBERS  
Randal Bressette  
Joel Lautenschleger  
R. Craig Scott

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

RE: Completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

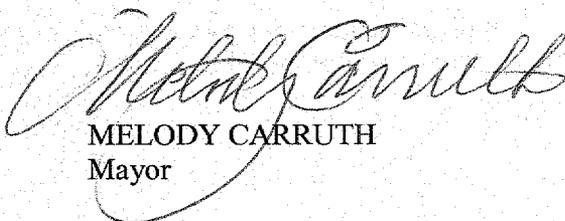
I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of 12 extended detention basins along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having just one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance away, but virtually inaccessible due to traffic congestion.

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.

Sincerely,



MELODY CARRUTH  
Mayor



CITY of LAGUNA NIGUEL

27801 La Paz Road • Laguna Niguel, California 92677  
Phone/949 • 362 • 4300 Fax/949 • 362 • 4340

CITY COUNCIL

Gary G. Capata  
Paul G. Glaab  
Linda Lindholm  
Robert Ming  
Mike Whipple

September 25, 2007

RECEIVED

SEP 27 2007

CALIFORNIA  
COASTAL COMMISSION

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

**RE: Foothill-South Toll Road CZMA Consistency Certification (hearing date, Oct. 11, 2007) SUPPORT**

Dear Chairman Kruer and Members of the Commission:

The completion of the 241 would provide significant benefits to Southern California. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved.

I represent the City of Laguna Niguel, which is frequently deluged with cars that try to get around accidents on Interstate 5 by taking arterial roads through our city. More than 250 Laguna Niguel residents have specifically contacted the Transportation Corridor Agencies and asked to be on the list of public supporters for this project.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.

Completion of the 241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who live here. Please approve the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification.

Sincerely,

Paul Glaab  
Councilmember

cc.

Commissioner Steve Blank  
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 Chrisman  
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



September 20, 2007

California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105  
Attention: Chairman Pat Krueer

**Mayor**  
Richard T. Dixon

**Mayor Pro Tem**  
Mark Tetterer

**Council Members**  
Peter Herzog  
Kathryn McCullough  
Marcia Rudolph

**City Manager**  
Robert C. Dunek

RE: Completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting the water quality of the local watershed, as well as the ocean, is an important part of the Foothill-South Project. In fact, the water quality in the area will be improved. Currently, the storm water runoff on a two mile stretch of I-5 runs untreated into the San Mateo Creek. The Foothill-South project contains plans to capture and treat that runoff, as well as all the runoff along the entire 16 mile segment through extended detention basins and other state of the art methods.

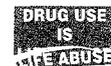
Everyone agrees the congestion on I-5 is terrible. This area is also unique in that it is even more congested on weekends than during the week. This extensive problem has made it clear that an alternate route to I-5 is needed in case of emergencies, and having one route between two major metropolitan areas does not make sense. Additionally, beach access is certainly an important issue so all can enjoy the beautiful coastline of Orange and San Diego Counties. But, the noted weekend congestion on the I-5 limits residents' ability to get to the coastal areas even though they may be only a short distance away.

The portion of the 241 Corridor which has been completed goes directly through the city I represent, Lake Forest. For many years we have been looking forward to the completion of the 241 Corridor. It would be most unfortunate to not complete the final gap closure in a long needed, thoroughly planned project which does take into account any environmental concerns as is reflected in the EIR which was analyzed over a six-year period with the Federal resource agencies as part of the team.

I respectfully request you approve the Coastal Consistency Certification.

Sincerely,  
CITY OF LAKE FOREST

Peter Herzog  
Council member





# City of Mission Viejo

Office of the Mayor and City Council

Gail Reavis  
*Mayor*

John Paul "J.P." Ledesma  
*Mayor Pro Tempore*

Trish Kelley  
*Council Member*

Lance R. MacLean  
*Council Member*

Frank Ury  
*Council Member*

September 25, 2007

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

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

**RE: SUPPORT Foothill-South Toll Road CZMA Consistency Certification**

Dear Chairman Kruer and Members of the Commission:

The completion of the 241 would provide significant benefits to Southern California. It is part of responsible planning for the thousands of residents that will move into housing developments that have already been approved. I represent the city of Mission Viejo, which will be severely impacted by coming development. If the 241 is not completed, more and more cars will use our city streets to get around congestion on I-5.

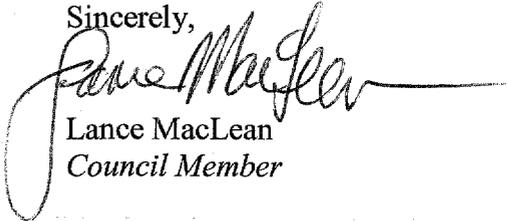
In addition to easing some of the traffic impacts in the region, the 241 could be a lifeline in case of emergencies. We currently have only one route between South Orange County and San Diego. It makes sense to have a second option, which could be used as an evacuation route in case of an emergency at San Onofre Nuclear Generating Station or a major earthquake.

The route was determined by a historic collaborative effort between at least six different agencies, the Fish and Wildlife Service, the Environmental Protection Agency, the Federal Highway Administration, Caltrans, the Marine Corps and the Army Corps of Engineers. No other route is viable. Indeed, an alternative widening of Interstate 5 in South Orange County would require bulldozing 838 homes and shuttering 382 businesses. And it would cost more than \$2 billion, none of which has been planned or budgeted by Caltrans.



Completion of the 241 was planned with extraordinary attention to water quality, native habitat protection and quality of life for those who live here. I encourage you to please approve the Transportation Corridor Agency's application for a Coastal Consistency Certification.

Sincerely,



Lance MacLean  
*Council Member*

c: Commissioner Steve Blank  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
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 Chrisman  
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



# CITY OF OCEANSIDE

COUNCIL MEMBER  
JACK FELLER

October 4, 2007

Commissioner Lorena Gonzalez  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105-2219

Dear Commissioner Gonzalez:

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 option to Interstate 5. In case of emergencies, an alternative route could be a lifeline. Having only one major route between two major metropolitan areas simply does not make sense.

Residents from all over Southern California have a right to enjoy the beautiful coastline in Orange and San Diego Counties. 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 caught in traffic for two hours plus.

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.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Feller".

JACK FELLER  
Councilmember

JF/vp



## BILL CAMPBELL

SUPERVISOR, THIRD DISTRICT

ORANGE COUNTY BOARD OF SUPERVISORS  
ORANGE COUNTY HALL OF ADMINISTRATION  
333 W. SANTA ANA BLVD., SANTA ANA, CALIFORNIA 92701  
PHONE (714) 834-3330 FAX (714) 834-2786  
bill.campbell@ocgov.com

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

September 25, 2007

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

**RE: 241 Toll Road Consistency Certification (hearing date Oct. 11, 2007) SUPPORT**

Dear Chairperson Kruer and Members of the Commission:

The final segment of the 241 Toll Road is an important regional traffic relief measure. We are anticipating a 60 percent increase in traffic on the Interstate 5, the only major route between two metropolitan areas, by 2025. In the 11 miles from the San Diego County border northward, combined morning and evening peak hour gridlock will be eight hours. With the Toll Road, the projected congestion on that route will be reduced by 500 percent. The roadway will take 58,000 vehicles per day off of I-5.

The Transportation Corridor Agencies have been engaged in the environmental review process for more than 20 years to select a practical route that is sensitive to the environment. The Agencies have worked openly, and in a broad collaborative process, with state and federal environmental and transportation agencies and analyzed dozens of alignments and alternatives.

In addition to relieving traffic congestion, the completion of the 241 Toll Road has other benefits as well. It will help the state achieve critical reductions in greenhouse gas emissions. With the Toll Road completed, there will be an actual decrease of over 568,000 pounds per day of CO2 emissions. It will also provide coastal access to residents of the communities in the supervisorial district I represent, which includes Anaheim Hills, Brea, Cowan Heights, El Modena, Irvine, Lemon Heights, Olive, Orange, Orange Hills, Orange Park Acres, Tustin, North Tustin, Villa Park and Yorba Linda. This access will be more than a convenience; it could also be a lifeline in case of an emergency.

Please approve this important project.

Sincerely,

A handwritten signature in black ink that reads "Bill Campbell".

Supervisor Bill Campbell  
Third District, County of Orange

cc.

Commissioner Steve Blank  
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 Chrisman  
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



## CITY OF RANCHO SANTA MARGARITA

September 25, 2007

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

**Mayor**

L. Anthony Beall

**Mayor Pro Tempore**

Gary Thompson

**Council Members**

Neil C. Blais

Jerry Holloway

James M. Thor

**City Manager**

Steven E. Hayman

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

**RE: Foothill-South Toll Road Consistency Certification  
(SUPPORT)**

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed option to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year.

As a City Council Member in Rancho Santa Margarita, I often hear traffic relief is a top priority for hundreds of residents. Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County.

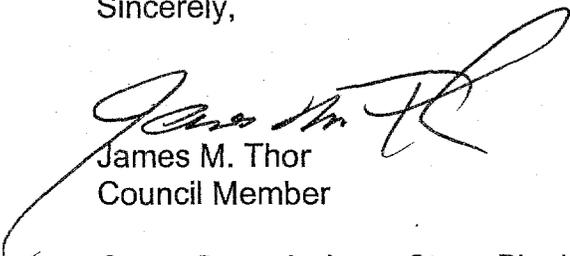
The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people. Foothill-South would help unclog a system that is a detriment to quality of life in the area. Besides bolstering public safety, the final segment of the 241 will provide a valuable alternative to Interstate 5. By 2020, traffic on the I-5 in this area is expected to increase by 60 percent.



California Coastal Commission  
September 25, 2007  
Page 2

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. Please approve this important project.

Sincerely,

  
James M. Thor  
Council Member

Cc: Commissioner Steve Blank  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
Commissioner Bonnie Neely  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of  
California  
The Honorable John Garamendi, Lieutenant Governor, State of  
California  
The Honorable John Chiang, State Controller, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State  
Assembly  
Mr. Michael Chrisman, Secretary of the California Resources  
Agency



California Coastal Commission  
September 25, 2007  
Page 3

Mr. Dale E. Bonner, Secretary of the Business, Transportation  
and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California  
Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business,  
Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal  
Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands  
Commission



Office of Mayor and City Councilmembers

Phone: (949) 361-8322 Fax: (949) 361-8283

Website: <http://ci.san-clemente.ca.us>

E-mail: [CityCouncil@san-clemente.org](mailto:CityCouncil@san-clemente.org)

Jim Dahl, *Mayor*

Joe Anderson, *Mayor Pro Tem*

Lori Donchak, *Councilmember*

G. Wayne Eggleston, *Councilmember*

Steve Knoblock, *Councilmember*

George Scarborough, *City Manager*

September 25, 2007

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

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

Attention: Chairman Pat Kruer

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

Dear Commissioners:

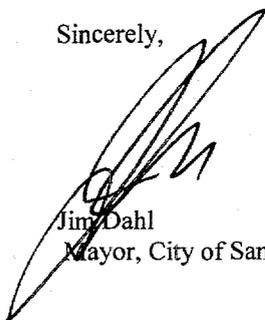
My career with the Orange County Fire Authority has been dedicated to public safety. Now that I am an elected official, I have an obligation to build the water projects, roads and other infrastructure projects that are necessary so that when an emergency occurs, we are prepared.

Today there is one way in and out of South Orange County – the I-5 Freeway. From a public safety perspective, that is a disaster waiting to happen. If there were an earthquake or other disaster that required a mass exodus, a secondary route would be vital. Even in a non-catastrophic event, a secondary route can be critical. An accident on the I-5 can bring traffic to a halt. With no other way through, a medical emergency can turn life-threatening if the ambulance takes 40 minutes to get to the scene instead of 10.

To develop the preferred alternative route of the 241, TCA worked with the U.S. Marine Corps, the Environmental Protection Agency, the U.S. Department of Fish and Wildlife, the U.S. Army Corps of Engineers, Caltrans and the Federal Highway Administration. This road has been in the planning stages for more than a decade and has been on the Master Plan of Arterial Highways since 1981.

Some opponents of the project claim that a better traffic solution would be to just widen I-5. But widening the 5 would cost more than \$2 billion and no one has stepped up to fund it. Also, widening the 5 would require bulldozing 800 homes and 300 businesses in my city to make way for a wider freeway. Removing those homes and businesses would have a severe impact on the community culture and still wouldn't give drivers an alternative route. This project has been planned with a great deal of collaboration and care. Please approve the application before you so we can move forward with completion.

Sincerely,



Jim Dahl  
Mayor, City of San Clemente

cc.

Commissioner Steve Blank

Commissioner Sara Wan

Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
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 Chrisman  
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

32400 PASEO ADELANTO  
SAN JUAN CAPISTRANO, CA 92675  
(949) 493-1171  
(949) 493-1053 FAX  
[www.sanjuancapistrano.org](http://www.sanjuancapistrano.org)



MEMBERS OF THE CITY COUNCIL

SAM ALLEVATO  
THOMAS W. HRIBAR  
MARK NIELSEN  
JOE SOTO  
DR. LONDRES USO

*Office of the Mayor*

September 24, 2007

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

Attention: Chairman Pat Kruer

RE: Completion of 241 Toll Road – Coastal Consistency Certification

Dear Commissioners:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for a Coastal Consistency Certification. The project was planned to balance the need for traffic relief and environmental protection.

Protecting South Orange County's water quality is an important part of the Foothill-South project. Water quality in the area will be improved with installation of sand filters along a two-mile stretch of I-5 and along the entire Foothill-South project. TCA specifically analyzed potential impacts to coastal surf areas. Studies concluded there will be no effect on sediment movement and therefore no effect on surf breaks. As a lifelong surfer of this area and former member of the Surfrider Foundation, I was especially concerned that Trestles would not be affected by this project.

The road will provide a much-needed alternative to Interstate 5. In the event of emergencies, an alternative route could be a lifeline. Having one major route between two major metropolitan areas just doesn't make sense. Residents from throughout Southern California have a right to enjoy the beautiful coastline in Orange County and San Diego. Completing the 241 will provide more people the opportunity to visit these coastal areas which may be just a short distance miles away, but virtually inaccessible due to traffic congestion. Routinely, the local streets of San Juan Capistrano are severely impacted by traffic that diverts onto our streets from the I-5 because drivers believe they can avoid the freeway backup. They are only met by gridlock on the small local roadways through our town.

*San Juan Capistrano: Preserving the Past to Enhance the Future*



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.

Sincerely,

A handwritten signature in cursive script that reads "Sam Allevato". The signature is written in black ink and is positioned above the printed name and title.

Sam Allevato  
Mayor

MAYOR  
Miguel A. Pulido  
MAYOR PRO TEM  
Claudia C. Alvarez  
COUNCIL MEMBERS  
P. David Benavides  
Carlos Bustamante  
Michele Martínez  
Vincent F. Sarmiento  
Sal Tinajero



# CITY OF SANTA ANA

CITY MANAGER  
David N. Ream  
CITY ATTORNEY  
Joseph W. Fletcher  
CLERK OF THE COUNCIL  
Patricia E. Healy

September 24, 2007

RECEIVED

OCT 01 2007

CALIFORNIA  
COASTAL COMMISSION

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:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification. The project was planned in an environmentally sensitive way and will provide needed traffic relief. It is supported by the Orange County Transportation Authority and is part of all long-range planning efforts for the region.

I represent the City of Santa Ana, which is badly impacted by the worsening traffic on I-5 and our local arterials. We desperately need an alternative to Interstate 5. The regional economy depends on efficient goods movement and we need to ensure that residents can traverse the area without spending hours parked in pollution-producing traffic.

The Agencies have collaborated with state and federal agencies for years to ensure that the route selected was the best possible option for easing traffic and also for the environment. The completion of the 241 Toll Road will not degrade water quality in the area. The Transportation Corridor Agencies have taken care to ensure that a sophisticated water quality program is put in place. This project has been in the planning stages for years and dozens of alternatives have been analyzed. The 58,000 vehicles a day that the completed 241 would pull off I-5 and the creation of a secondary route through Orange County would be tremendous benefits to all residents in the area.

Please approve this important regional project.

Sincerely,

Carlos Bustamante  
Councilman

California Coastal Commission  
September 24, 2007  
Page 2

cc.

Commissioner Steve Blank  
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  
Peter Douglas, Executive Director, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, State Controller, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



Office of the City Council

RECEIVED  
OCT 01 2007  
CALIFORNIA  
COASTAL COMMISSION

City of Tustin

September 27, 2007

300 Centennial Way  
Tustin, CA 92780  
www.tustinca.org  
(714) 573-3010  
FAX (714) 838-1602

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

**RE SUPPORT for 241 Toll Road Consistency Certification**

Lou Bone  
Mayor

Dear Chairman Kruer and Members of the Commission:

Jerry Amante  
Mayor Pro Tem

The Texas Transportation Institute recently issued its annual mobility report, which named the Orange County/Los Angeles region as the worst congested in the U.S. San Diego followed as the sixth worst. Southern Californians face daily commutes filled with gridlock, frustrating streetlight delays and massive wastes of time that directly affect public safety, commerce and quality of life. Traffic relief is a major issue that needs a many-pronged solution. Foothill-South is part of the answer.

Doug Davert  
Council Member

Tony Kawashima  
Council Member

Jim Palmer  
Council Member

The completion of the 241 Toll Road would streamline travel for thousands of drivers along Interstate 5 in Orange County and northern San Diego County. The final route for the roadway was determined by collaboration between the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers and Caltrans as part of a federal environmental review process of project alternatives to relieve traffic in South Orange County. If the Toll Road is built, there will be a significant decrease in greenhouse gas emissions because travel speeds in the area will be increased.

I represent residents of Tustin, and the ability of local residents and businesses to move around efficiently is very important to me. Goods movement is essential to healthy commerce in this area and the freedom to traverse the region easily is an important part of quality of life. Completing Foothill-South furthers both of these objectives. Moreover, completing this road will provide thousands of Californians access to our coast and a chance to enjoy our natural resources.

For all these reasons, I urge you to approve this important project.

Sincerely,

Jerry Amante  
Mayor Pro Tem

c: Commissioner Steve Blank  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
Commissioner Bonnie Neely  
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 Brooks Firestone  
Commissioner Suja Lowenthal  
Commissioner Lorena Gonzalez  
Mr. Peter M. Douglas, Executive Director, California Coastal Commission  
Mr. Mark Delaplaine, California Coastal Commission  
The Honorable Arnold Schwarzenegger, Governor, State of California  
The Honorable John Garamendi, Lieutenant Governor, State of California  
The Honorable John Chiang, State Controller, State of California  
The Honorable Don Perata, Senate President Pro Tem  
The Honorable Fabian Nunez, Speaker, California State Assembly  
Mr. Michael Chrisman, Secretary of the California Resources Agency  
Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency  
Ms. Karen Scarborough, Undersecretary of the California Resources Agency  
Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency  
Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California  
Resources Agency  
Mr. Paul D. Thayer, Executive Officer, California State Lands Commission



# CITY OF YORBA LINDA

P. O. BOX 87014

CALIFORNIA 92885-8714

(714) 961-7110

FAX 993-7530

OFFICE OF THE MAYOR

September 25, 2007

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:

I am writing to urge you to support the Foothill/Eastern Transportation Corridor Agency's application for Coastal Consistency Certification. The project will provide 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 reach the coast to camp or enjoy a day at the beach. With traffic on Interstates like I-5 steadily increasing, accessing the coast 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 get to San Diego.

The Transportation Corridor Agencies have worked diligently for more than 20 years to ensure that this route is planned with sensitivity to the environment. This process has resulted in a plan for a project that will effectively balance traffic relief with environmental protection.

I respectfully ask that you request that you approve this important regional project.

Sincerely,

Allen Castellano  
Mayor

cc:

Commissioner Steve Blank  
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 Chrisman  
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



**PATRICIA C. BATES**  
SUPERVISOR, FIFTH DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION  
10 CIVIC CENTER PLAZA, 5TH FLOOR  
333 W. SANTA ANA BLVD., SANTA ANA, CALIFORNIA 92702-0687  
PHONE (714) 834-3550 FAX (714) 834-2670  
<http://bos.ocgov.com/fifth/>

September 26, 2007

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

**RE: Foothill-South Toll Road Consistency Certification (SUPPORT)**

Dear Chairman Kruer and Members of the Commission:

I am writing to urge you to support the Foothill-South Toll Road application for Consistency Certification. Orange County and San Diego have long included this roadway in their respective transportation systems. It would provide a badly needed option to Interstate 5, which is often choked with traffic and is only expected to become more clogged every year. By 2025, traffic on the I-5 in this area is expected to increase by 60 percent.

Foothill-South has been the subject of major planning efforts for decades. Since 1996, TCA has worked with the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE) and Caltrans as part of a comprehensive federal environmental review process of project alternatives to relieve traffic in South Orange County. The project is strongly supported by the Orange County Transportation Authority, where I sit on the Board of Directors.

The ability to move around the region is a critical element to public safety. In case of emergency, we need options besides Interstate 5. Our emergency workers need to be able to reach people and transport them to area hospital efficiently. Besides bolstering public safety, the final segment of the 241 will provide a valuable access to the beautiful coastal areas in this region. Foothill-South would complete a system of toll roads that has been operating successfully for years and contributes to the quality of life in my supervisorial district.

TCA has an exemplary environmental record and has taken care to plan this road with every consideration to environmental concerns. Please approve this important project.

Sincerely,

  
PATRICIA C. BATES  
Supervisor, Fifth District

cc.

Commissioner Steve Blank  
Commissioner Sara Wan

Page 2

September 26, 2007

California Coastal Commission

RE: Foothill-South Toll Road Consistency Certification (SUPPORT)

Commissioner Dr. William A. Burke

Commissioner Steven Kram

Commissioner Mary K. Shallenberger

Commissioner Bonnie Neely

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 Brooks Firestone

Commissioner Suja Lowenthal

Commissioner Lorena Gonzalez

Mr. Peter M. Douglas, Executive Director, California Coastal Commission

Mr. Mark Delaplaine, California Coastal Commission

The Honorable Arnold Schwarzenegger, Governor, State of California

The Honorable John Garamendi, Lieutenant Governor, State of California

The Honorable John Chiang, State Controller, State of California

The Honorable Don Perata, Senate President Pro Tem

The Honorable Fabian Nunez, Speaker, California State Assembly

Mr. Michael Chrisman, Secretary of the California Resources Agency

Mr. Dale E. Bonner, Secretary of the Business, Transportation and Housing Agency

Ms. Karen Scarborough, Undersecretary of the California Resources Agency

Ms. Marjorie M. Berte, Undersecretary of the Business, Transportation and Housing Agency

Mr. Brian Baird, Assistant Secretary of Ocean and Coastal Policy, California Resources Agency

Mr. Paul D. Thayer, Executive Officer, California State Lands Commission

November 8, 2007

California Coastal Commission  
45 Freemont Street, Suite 2000  
San Francisco, Ca. 94105  
Attn: Patrick Kruer, Chairman

Subject: Support for 241 Toll Road Extension in Orange County

Dear Chairman Kruer,

I'm just a regular guy who suffers in traffic gridlock because of our collective failure to construct enough new roads to keep up with the increase in traffic. I hope you can look for reasons to support the construction of this project rather than look for reasons to oppose it.

My wife and I were born and raised in Southern California. We enjoy the beaches and we do not believe that construction of the 241 Toll Road extension will diminish our beach experience at San Onofre SB in any way what-so-ever. In fact, having another road available to us to drive to the beach will enhance our experience because it will be easier to get to the beach. This project has been thoroughly studied and it provides a needed alternative to the congested I-5.

Please support construction of the 241 Toll Road extension.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven Smith", written over a horizontal line.

Steven Smith  
Orange, California.

 **MEMORIALCARE®**  
SADDLEBACK MEMORIAL MEDICAL CENTER

September 24, 2007

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

RE Support for completion of the 241 Toll Road

Dear Chairman Kruer:

We are writing to express Saddleback Memorial Medical Center's support for the completion of the 241 Toll Road and to urge you to approve the Transportation Corridor Agency's Coastal Consistency Permit.

Saddleback Memorial is a not-for-profit, 325 bed hospital operated by Memorial Health Services. We are the only medical center in South Orange County with a campus in San Clemente. Annually, Saddleback Memorial handles 487,365 outpatient visits, and 49,956 emergency room visits.

The completion of State Route 241 will provide a vital highway link, giving patients greater access to healthcare services, particularly for the growing communities to the east of our hospital. The I-5 Freeway is the only highway through South Orange County. Completing the 241 will give patients, their families, doctors, and other hospital workers an alternative way to access the hospital. Building an alternate route is crucially important and can mean the difference between, quite literally, suffering in traffic and getting the quality care that patients need quickly.

We hope that as you consider the future of this project, you will also heavily weigh the impact of preventing access to healthcare services and the increased risk to public safety if the 241 is not built.

We wholeheartedly support the completion of the 241 Toll Road. It is critical to the well-being and health of all South Orange County residents.

Sincerely,



Stephen B. Geidt  
Chief Executive Officer



Elizabeth A. Bear  
Administrator – San Clemente Campus

THE STANDARD OF EXCELLENCE IN HEALTH CARE

24451 Health Center Drive • Laguna Hills, CA 92653 • Phone: 949-837-4500 • [www.memorialcare.org](http://www.memorialcare.org)

cc:

Commissioner Steve Blank  
Commissioner James Wickett  
Commissioner Sara Wan  
Commissioner Dr. William A. Burke  
Commissioner Steven Kram  
Commissioner Mary K. Shallenberger  
Commissioner Patrick Kruer, Chair  
Commissioner Bonnie Neely  
Commissioner Dave Potter  
Commissioner Khatchik Achadjian  
Commissioner Larry Clark  
Commissioner Ben Hueso  
Commissioner April Vargas  
Commissioner Dan Second  
Commissioner Deborah Schoenbaum  
Commissioner Adi Liberman  
Commissioner Sharon Wright  
Commissioner Steve Kinsey  
Commissioner Brooks Firestone  
Commissioner Dr. Suja Lowenthal  
Commissioner Lorena Gonzalez  
Commissioner Mark Delaplaine  
Peter M. Douglas, Executive Director  
Governor Arnold Schwarzenegger  
Senate President Pro Tem Don Perata  
Speaker Fabian Nunez  
Secretary Michael Chrisman  
Karen Scarborough  
Lt. Governor John Garamendi  
State Controller John Chiang  
Brian Baird  
Paul Thayer  
Secretary Dale E. Bonner  
James Bourgart  
Undersecretary Majorie M. Berte  
Orange County Federal Legislative Delegation  
Orange County State Legislative Delegation

Mult.  
e-mails

---

get IT  
on comp.  
call

**Mark Delaplaine**

---

**From:** Toll Road  
**Sent:** Thursday, January 03, 2008 12:44 PM  
**To:** Mark Delaplaine  
**Subject:** FW: Support the 241 Toll Road

Sample - support  
1 of 10,000 emails  
(for + against)

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

**From:** albeenov@cox.net [mailto:albeenov@cox.net]  
**Sent:** Thursday, January 03, 2008 12:15 PM  
**To:** Toll Road  
**Subject:** Support the 241 Toll Road

Dear Coastal Commissioner,

Please approve the Coastal Consistency application for the 241 Toll Road. Interstate 5 is the only north-south route through southern Orange County. Today traffic at the San Diego/Orange County line is about 126,000 cars a day. In 2025, more than 200,000 cars will travel that same stretch of roadway each day. That 60 percent traffic increase will impact mobility, goods movement, access to the coast and quality of life in the area.

Some opponents of the 241 project claim that traffic relief can be achieved by simply widening Interstate 5. There is no state funding allocated for this project, which is estimated to cost more than \$2 billion. Even if the funds were available, this option would require the removal of about 1,100 homes and businesses. Widening the Interstate would not create an alternative route, which is a clear benefit of the 241 Toll Road project. Widening I-5 is not a true alternative.

I urge you to consider the importance of transportation options near our coast so that everyone has a chance to enjoy the beauty of our beaches. Allowing important state-wide arteries to be clogged with traffic will only discourage access.

Sincerely,  
al bloom  
tustin

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

**RECEIVED**  
JAN 04 2008  
CALIFORNIA  
COASTAL COMMISSION

George Hsu  
17451 Teachers Ave.  
Irvine, CA 92614  
January 4, 2008

Dear Chairman Kruer:

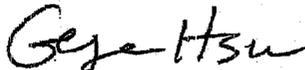
I like to show my support to the Foothill-South (241) Toll Road, which is badly needed to relieve traffic congestion in the southern orange County areas. But, you've probably heard opponents to the toll road say that completing the road would ruin the famed Trestles surf break.

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. We all know that San Mateo Creek is running dry most of the year. The majority of sediment flow is coming from high flow that remains unchanged as the watershed remains undeveloped.

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,

  
George Hsu

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

RECEIVED  
JAN 04 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,

