



January 10, 2008

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

**Mayor**  
Mark Tettemer

**Mayor Pro Tem**  
Peter Herzog

**Council Members**  
Richard Dixon  
Kathryn McCullough  
Marcia Rudolph

**City Manager**  
Robert C. Dunek

RE: State Route 241 Completion – Foothill/South

Dear Chairman Kruer:

On behalf of the City of Lake Forest, I strongly urge the Commission to approve the Transportation Corridor Agency's (TCA) Coastal Consistency Permit for the Foothill-South project, the final 16-mile segment of the Foothill Toll Road that would extend the State Route 241 south to the I-5 Freeway. We understand the Coastal Commission will rule on the Coastal Consistency Certification at its meeting on February 6-8.

The Lake Forest City Council has remained steadfast in its support of Foothill South, which will provide a free-flowing alternative to I-5, improve public safety, and reduce traffic on the I-5 freeway and city streets. We cannot support the alternative proposed by some project opponents, which would entail the removal of over 800 homes and 400 small businesses through the use of eminent domain. This so-called "alternative" would cost billions of dollars, with no funding source.

There is no evidence indicating the extension of the SR 241 will threaten the surf of beach areas. Rather, studies have shown that the surf and coastal processes will not be harmed. In fact, water that currently flows from I-5 is not treated before it flows into San Mateo and San Onofre Creeks. The extension of the 241 includes the addition of water treatment devices along a two-mile stretch of the I-5 freeway.

Moreover, the TCA Board of Directors recently offered \$100 million to fund improvements to the California State Parks System as part of the Foothill South project. The \$100 million includes funds to extend the lease at San Onofre State Beach Park and Trestles, which is set to expire in 14 years and will not be available for renewal at the current \$1 for 50 years rate. The funds are also proposed to construct camping facilities at state beaches and restore Coastal Sage Scrub habitat in Crystal Cove State Park.

The Foothill-South project represents a long-planned, thoroughly analyzed and environmentally balanced infrastructure solution. The federal environmental agencies involved in the extensive planning process have determined that the alternative approved by the TCA provides the greatest amount of traffic relief to I-5 and is the least environmentally damaging, practicable alternative. The portion of the toll road that would cross through Camp Pendleton is inland of the I-5 Freeway, not on the beach, and



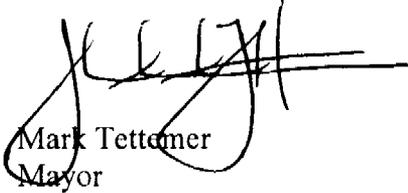
The Honorable Patrick Krueger  
January 10, 2008  
Page 2

none of San Onofre State Park's inland or coastal campsites will be removed. Moreover, the TCA has proven its ability to balance the region's infrastructure needs with sound environmental protection and mitigation efforts, having already preserved or restored nearly 2,000 acres of sensitive native habitat during construction of the existing 51-mile toll road system.

For these reasons, the Lake Forest City Council strongly urges you to approve the Transportation Corridor Agency's (TCA) Coastal Consistency Permit at your upcoming meeting. I would be happy to discuss the Foothill-South project with you further as you deem desirable.

Sincerely,

CITY OF LAKE FOREST



Mark Tettmer  
Mayor

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  
Hon. John Campbell, U.S. Congress 48<sup>th</sup> District  
Hon. Arnold Schwarzenegger, Governor, State of California  
Hon. John Garamendi, Lieutenant Governor, State of California

The Honorable Patrick Krueger

January 10, 2008

Page 3

Hon. John Chiang, State Controller, State of California

Hon. Don Perata, Senate President Pro Tem

Hon. Fabian Nunez, Speaker, California State Assembly

Hon. Chuck DeVore

Hon. Dick Ackerman

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

Hon. Susan Kennedy, Chief of Staff

Hon. Dan Dunmoyer, Deputy Chief of Staff and Cabinet Secretary

Hon. Chris Kahn, Deputy Chief of Staff and Legislative Secretary

Hon. Adam Mendelsohn, Deputy Chief of Staff for Communications

Hon. David Crane, Special Adviser

Hon. Daniel Zingale, Chief of Staff to the First Lady

Hon. Cynthia Bryant, Deputy Chief of Staff

Hon. Michael Genest, Director, Department of Finance

**Richard H. Foltz and Associates**

30021 TOMAS ST., SUITE 300, RANCHO SANTA MARGARITA, CALIFORNIA 92688  
949-295-6493 VOICE 949-713-7496 FAX [richardhfoitz@sbcglobal.net](mailto:richardhfoitz@sbcglobal.net)

---

January 16, 2008

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

Dear Chairman Kruer:

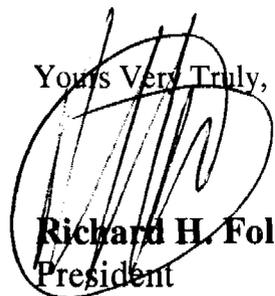
I recently read Gov. Schwarzenegger's letter to the California Coastal Commission (Jan. 15, 2008) in which he voices his strong support of the Foothill-Hill South project in Orange County.

I agree with Gov. Schwarzenegger, "rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on earth."

The traffic in South Orange County is cruel and the thought of it getting worse each year is downright depressing. We need a route alternative to the ones that exist today. It's obvious!

As Gov. Schwarzenegger says, "The SR-241 project gives us the chance to protect our parks and our coastline and reduce one of the most damaging environmental problems that plagues our state: traffic gridlock. I hope you will join me in supporting this major step forward for California."

Yours Very Truly,



**Richard H. Foltz,**  
President

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

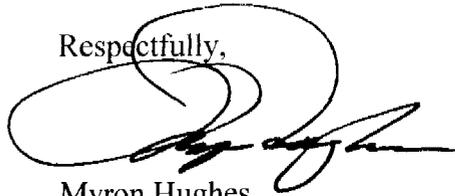
Dear Chairman Kruer:

In the 1960s California spent 20 cents of every tax dollar on infrastructure (i.e. roads). We spend less than a penny now. Cars sitting in traffic cause excess smog, frustration and a waste time. Roads are not a luxury but rather a necessity.

It's our manifest destiny to get passage.

Please consider this. I thank you.

Respectfully,

A handwritten signature in black ink, appearing to read "Myron Hughes". The signature is stylized with a large, looping initial "M" and a long, sweeping horizontal stroke at the end.

Myron Hughes  
Aliso Viejo, CA



Mr. Myron Hughes  
PO Box 8595  
Fountain Valley, CA 92728-8595

January 17, 2008

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

Dear California Coastal Commission Members:

I am a resident of north Orange County and I am an avid supporter of the toll roads.

My family and I would use the proposed Foothill South extension to drive to the beaches and San Diego, especially during the summer months when traffic on the I-5 freeway is horrendous. We would love to have another alternative to use when we want to drive to the south County area.

I hope you support the Foothill South project at your Coastal Commission meeting in February. My family and I would love to see the Foothill South completed in a timely manner so we can enjoy more of what Orange County has to offer – the beaches and coastal communities.

Sincerely,



Mary Lee Lan  
16241 Brookstone Circle  
La Mirada, CA 90638

January 18, 2008

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

Dear Chairman Kruer:

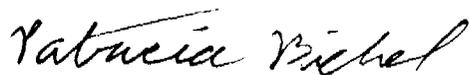
We have lived in Fountain Valley for over 40 years and felt compelled to write to you about the proposed 241 extension.

We are hoping that you vote to support the toll road extension – it just makes sense. The toll roads have helped lessen traffic in Orange County and we can't believe the commission would be considering *not* approving the last and final phase of the toll road system.

We, too, care about the environment, but it is not good for cars to be sitting in traffic creating more pollution. Less traffic means less pollution and the toll road extension would help decrease traffic on our freeways.

Thank you for your consideration and for taking the time to read our comments.

Sincerely,



Bill and Pat Bichel  
8864 Sandpiper Circle  
Fountain Valley, CA 92708

32 Allyssum  
Rancho Santa Margarita, CA 92688

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.

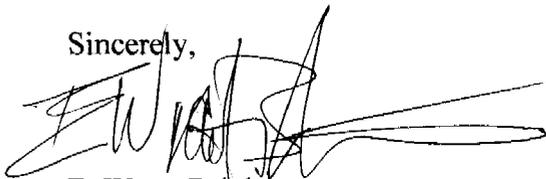
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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 black ink, appearing to read 'E. Wyatt Brigham', with a long horizontal flourish extending to the right.

E. Wyatt Brigham

A TCA Fastrack driver since 2001 and one who commutes regularly to San Clemente and San Diego

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

Dear Chairman:

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'GB', with a long horizontal line extending to the right.

Greg Buchanan

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

Thank you again for your support.

Here was the message sent to the commissioner from you:

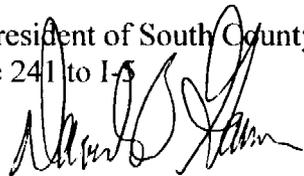
The 241 is a no-brainer for anyone who drives the I-5.

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

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

I use the toll roads almost on a daily basis and feel that until the Toll Road connects to I-5 it will not realize its full potential of relieving the traffic congestion on I-5 and improving air quality along the I-5 corridor. We have to be careful of the environment as the Road has been designed and planned. The detriment to the air quality of the south county by being stuck in traffic on the I-5 will continue until this important connection of a major traffic corridor is completed.

As a resident of South County since 1973, I urge the Commission to act responsibly and approve the extension of the 241 to I-5.



David B. Garrison  
Garrison Property Services  
24001 Muirlands Blvd. #205  
Lake Forest, Ca 92630

Date: January 18, 2008

To: California Costal Commission

From: Gary and Jo Reinert

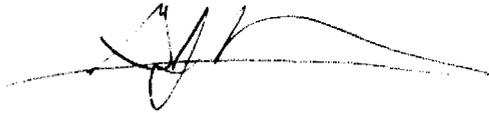
Subject: Foothill-South Toll Road Completion (Please Complete it!!!)

As we all experience every day, traffic in South Orange County is growing worse each year. We need to act now to complete the 241 (Foothill-South Toll Road) from Oso Parkway to the I-5 just south of San Clemente.

We have read all of the pros & cons and find it very hard to believe that we could build the very beautiful and efficient existing section of the 241 and not complete the final leg to make the total 241 system efficient and a true help in relieving traffic congestion in South Orange County. We live in Laguna Niguel and all of my neighbors agree that we need to complete the 241.

Thanks for your Consideration during the voting during your next meeting,

Gary and Jo Reinert  
29702 Tamarron  
Laguna Niguel, CA 92677

A handwritten signature in black ink, appearing to be a stylized 'JR' or similar initials, with a long horizontal line extending to the right.

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,

*Kevin M. Gorton*

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 recently read Gov. Schwarzenegger's letter to the California Coastal Commission (Jan. 15, 2008) in which he voices his strong support of the Foothill-Hill South project in Orange County.

I agree with Gov. Schwarzenegger, "rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on earth."

The traffic in South Orange County is cruel and the thought of it getting worse each year is down-right depressing. We need a route alternative to the ones that exist today. It's obvious!

As Gov. Schwarzenegger says, "The SR-241 project gives us the chance to protect our parks and our coastline and reduce one of the most damaging environmental problems that plagues our state: traffic gridlock. I hope you will join me in supporting this major step forward for California."

Thanks in advance for your consideration,

Larry Olin  
24461 Redlen Ave.  
Lake Forest, CA 92630

A handwritten signature in black ink, appearing to read "Larry Olin", with a long, sweeping horizontal line extending to the right.

Senator Dianne Feinstein  
750 B Street, Suite 1030  
San Diego, CA 92101  
Fax: (202) 228-3954

Dear Senator Dianne Feinstein:

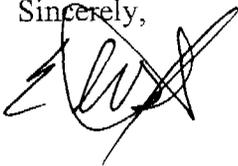
No one has seen the tremendous growth in traffic congestion on the I-5 as much as the South Orange County. By completing the Foothill-South (241) Toll Road, we'll see an immediate improvement to traffic.

Traffic on I-5 is projected to increase by 60 percent at the Orange County and San Diego County line by the year 2025. I can only imagine what a nightmare that will be for my city and my commute!

By completing the Foothill-South (241) Toll Road, commuters will have an option other than the already-congested I-5.

Please help us plan for the future by supporting the Foothill-South project.

Sincerely,

 Bunker

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

Dear Chairman Kruer:

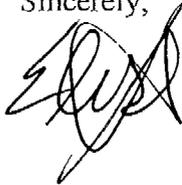
No one has seen the tremendous growth in traffic congestion on the I-5 as much as the beach cities in South Orange County. By completing the Foothill-South (241) Toll Road, we'll see an immediate improvement to traffic.

Traffic on I-5 is projected to increase by 60 percent at the Orange County and San Diego County line by the year 2025. I can only imagine what a nightmare that will be for my city and my commute!

By completing the Foothill-South (241) Toll Road, commuters will have an option other than the already-congested I-5.

Please help us plan for the future by voting in support of the Foothill-South project.

Sincerely,

 Elise Burke

Sat Jan 19, 08

Calif. Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont St Suite 2000  
San Francisco Ca  
94105-2219

Dear Chairman Krueger

It is requested that you and the commission approve the  
extension of the 241 Toll Road.

Stopping & starting of traffic worsens the environment. It  
results in the usage of more gasoline, increasing our  
balance of payments problems.

These problems will only get worse with time.  
The completion of the toll road will help to alleviate these  
conditions.

Therefore the approval for the 241 extension is  
recommended

Thank you

Sincerely

H. J. Porter, Jr

8 Ponderosa End

Laguna Niguel, CA

92677-4129

**Jackson E. Goffman  
Barbara E. Goffman  
33432 Abalone Drive  
Dana Point, CA 92629-4441  
(949) 493-3575  
[jgoffman@cox.net](mailto:jgoffman@cox.net)  
[barbgoffman@cox.net](mailto:barbgoffman@cox.net)**

January 17, 2008

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

Dear Chairman Kruer,

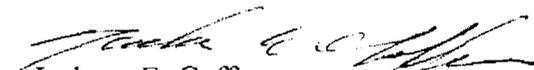
The 241 is a no-brainer for anyone who drives the I-5.

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

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

The staff report recommending against construction of the project needs to be carefully reviewed as it does not appear to be based on factual data.

Respectfully submitted,

  
Jackson E. Goffman

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 recently read Gov. Schwarzenegger's letter to the California Coastal Commission (Jan. 15, 2008) in which he voices his strong support of the Foothill-Hill South project in Orange County.

I agree with Gov. Schwarzenegger, "rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on earth."

The traffic in South Orange County is cruel and the thought of it getting worse each year is down-right depressing. We need a route alternative to the ones that exist today. It's obvious!

As Gov. Schwarzenegger says, "The SR-241 project gives us the chance to protect our parks and our coastline and reduce one of the most damaging environmental problems that plagues our state: traffic gridlock. I hope you will join me in supporting this major step forward for California."

Thanks in advance for your consideration,



J. Franklin Phelps  
59 Via Marbrisa,  
San Clemente, CA 92673

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

*Stevan & Barry Turner*  
*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:

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

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

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

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

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

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

Regards,



Warren Taylor  
453 E 19<sup>th</sup> st  
Costa Mesa CA 92627

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 an environmentalist who supports the finalization of the Foothill (241) Toll Road through the completion of its last 16-mile segment, Foothill-South.

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.

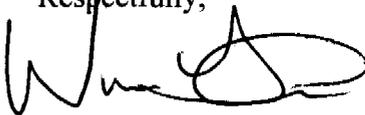
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff -- including a two-mile stretch of Interstate-5 that currently has no water treatment system.

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,

A handwritten signature in black ink, appearing to read 'Warren Taylor', written in a cursive style.

Warren Taylor  
453 E 19<sup>th</sup> st  
Costa Mesa CA 92627

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.

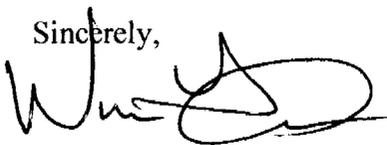
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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 black ink, appearing to read "Warren Taylor", written over a horizontal line.

Warren Taylor  
453 E 19<sup>th</sup> st  
Costa Mesa CA 92627

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.

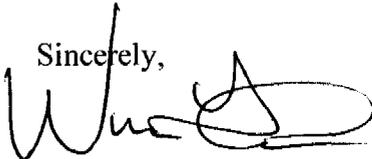
Foothill-South will provide an alternative evacuation route if the I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road would also serve as a firebreak during wildfire season.

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 black ink, appearing to read 'Warren Taylor', with a large, stylized flourish at the end.

Warren Taylor  
453 E 19<sup>th</sup> st  
Costa Mesa CA 92627

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

Dear Chairman Kruer:

Sometimes I feel like I'm trapped in the city in which I reside. It's a horrible feeling, but one that I won't be able to circumvent until something is done to relieve the impossible traffic congestion that has become a mainstay on I-5 through and around San Clemente. My vote to relieve traffic in South Orange County goes to Foothill-South, the extension of the current Foothill (241) Toll Road. Foothill-South is part of a much-needed regional transportation solution. For me, it's needed so that I can improve my quality of life by being able to travel freely throughout the county – and beyond –using I-5, the 241 and/or local city streets.

Currently, a southbound trip on the I-5 between the El Toro "Y" and county line takes approximately one hour during evening rush hour. With Foothill-South, the same trip will take approximately 25 minutes.

Traffic is bad now and I know that it will continue to get worse. Each weekday, 126,000 vehicles cross the Orange County/San Diego County border on the I-5 Freeway. In 2025 traffic will grow to 201,000 trips day – a 60% increase. Weekend traffic is projected to be higher.

I hope that you see the need for Foothill-South and will help South Orange County residents break free from traffic by supporting the road.

Thoughtfully,

Warren Taylor  
453 E 19<sup>th</sup> st  
Costa Mesa CA 92627

January 17, 2008

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

Dear Sir:

I am a resident of San Clemente. Each day when I travel on the I-5 freeway I have to endure horrendous traffic congestion. It is particularly bad from large trucks traveling through the city to points north of our City.

There is no alternative route for any of this traffic until the vehicles get to Mission Viejo and can get on the 241 Toll road. The planned extension of this Toll road in a southerly direction is the only viable solution that I can imagine for relief.

I assume that living in the Bay area you can have little idea of the actual misery which we endure down here in south Orange county. It is clearly not a priority for you in the same way it is for us. All we can do is beg and plead with you and your people to look at the big picture in this matter.

Allowing 241 to be extended is most important for HUMANS..and, yes, some wild life may be inconvenienced. But there is no reason to think it will all be decimated. Birds can fly, insects can move, etc.

I should not have to write to you, if common sense existed within your committee. I do so as one representative of a population which has pumped billions of dollars into the Orange county economy.

Give us a break!!

Truly



Dr. Geoff Smith

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

1-17-08

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,

Dee Lynn  
29306 Applewood #  
JSC, CA 94075

Jan. 17, 2008

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of 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,

*Jean Brooks*

Jean Brooks  
21474 Marana  
Mission Viejo, Ca  
92692

## **LIGHTNING EXPRESS**

4205 PARK BLVD. • SAN DIEGO • CA 92103

(619) 294-4123 • FAX: (619) 294-4142



DR. SIRs

Please Support The CURRENT ROUTE of 241  
To EASE CONGESTION & MAKE TRAVELING EASIER

Sincerely GARY COVE  
OPERATIONS MANAGER

JAN. 18, 2008

CALIFORNIA COASTAL COMMISSION  
CHAIRMAN PATRICK KRUER  
45 FREMONT ST. Ste. 2000  
SAN FRANCISCO, CA 94105

DEAR SIR:

I HAVE LIVED IN SOUTH ORANGE COUNTY FOR 22 YEARS AND HAVE TRAVELED THE I-5 EVERY DAY OF THE WORK WEEK. SAN JERONIMO WAS A SMALL COMMUNITY IN 1985. LADERA RANCH DID NOT EXIST, RANCHO SANTA MARGARITA WAS IN IT'S INCEPTION, NORTH SAN DIEGO CO. WAS MOSTLY ANACARDI GRAPES. THOUSANDS OF PERMITS WERE ISSUED EACH YEAR, FOR THE PAST 22 YEARS, THE 241 SHOULD HAVE BEEN COMPLETED LONG BEFORE CONSTRUCTION WAS ALLOWED TO PROCEED ON TALEGA OR LADERA RANCH. I-5 TRAFFIC WILL STOP TO A CRAWL FOR SEVEN DAYS A WEEK. A TERRIBLE LOSS OF TIME AND FUEL. COMPLETE THE TOLL ROAD.

THANKS, Bill Ferguson  
28771 HEDDEROW, Mission Viejo, CA 92692

January 17, 2008

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

Dear Chairman Kruer and Coastal Commission Members:

I recently read an article in The Orange County Register regarding Governor Schwarzenegger's support for the Foothill South extension. I applaud the Governor's stand, and I hope that the Coastal Commission takes into consideration his support when the commission meets in February.

It would be a real shame if the commission opposes the toll road project. Even the Governor says, as stated in the newspaper article, that the Foothill South is essential to protect our quality of life for everyone in Southern California.

I hope the commission looks at the facts of the project and supports the toll road at its meeting.

Thank you for your consideration,



Mrs. Janice Barger  
16231 Alpine  
La Mirada, CA 90638

18 Jan 08

Patrick Krue,  
Chairman, California Coastal Commission

Dear Sir:

I travel to the San Diego area frequently and use the 241 toll road for convenience and timeliness. It would certainly make my trips easier if the toll road were extended at the southern end to south of San Clemente.

Sincerely,

Ronald Tavernette

**Kurt Handshuh**

**From:** jseaton@thetollroads.com  
**Sent:** Saturday, January 19, 2008 10:01 AM  
**To:** cahomeloan@verizon.net  
**Subject:** RelieveTraffic.org - Support 241 Toll Road

Thank you for supporting the completion of the 241 Toll Road. We strongly encourage you to take a moment to send your comments to the Coastal Commission as snail mail:

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

Thank you again for your support.

Here was the message sent to the commissioner from you:

The 241 is vital to traffic flow in Southern California. I've had a transponder since 2002 and use it every time I can. The more toll opportunities, the better. I even pay for my children and wife to have transponders in each of thier vehicles. This is how much I believe in the program.

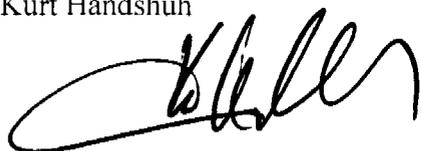
The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

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

Please support the expansion and completion of the toll roads program.

Thank you in advance for your support.

Kurt Handshuh



73241 Hwy 111 #4-B  
PARIA DESERT CA 92260

January 2008

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

Dear Commission Members:

I am a resident of Ranch Santa Margarita and my home is just south of the 241 toll road. In fact, the 241 toll road borders my neighborhood and is directly behind my street.

I am a supporter of the toll roads, and look forward to the extension of the 241 south. I am in sales, and I travel the freeways each day for my work. I do use the toll roads on occasion, and believe these roads have greatly helped reduce traffic on the freeways and arterial roads in our community.

The toll road agency did a good job in decreasing noise and maintaining the aesthetics when they designed the 241 toll road near my home. The road is now a vital part of our community, and I am glad it was built in the early 1990's. If it hadn't been built based on the opposition of the environmental groups, our community would be living with major traffic issues.

Please support the Foothill South extension. We need it in Orange County!

Sincerely,

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

Brian Bichel  
8 Tanzite  
Rancho Santa Margarita, CA 92688

January 16, 2008

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

Dear Chairman Kruer and Coastal Commission Members:

I live in Orange County and have been commuting to my job in Diamond Bar for over 10 years. I am a strong proponent of the toll roads, and I drive them quite frequently to get around Orange County quickly. Our freeways in Orange County and through the county lines are clogged with traffic. The Toll Roads provide a reliable alternative to get home or to the office in a reasonable amount of time.

I hope the commission members support the Foothill-South project at the upcoming commission meeting. This extension will only help alleviate traffic along the I-5 in the south Orange County area. It's something we desperately need!

Thank you for your consideration on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Brett Miller". The signature is stylized with a large initial "J" and a long horizontal stroke at the end.

J. Brett Miller, CFP®  
1370 Valley Vista Drive  
Diamond Bar, CA 91765

January 2008

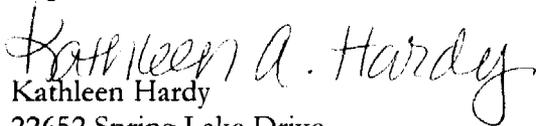
California Coastal Commission  
Attention: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Members:

I travel all over the southern California region as a Sales Analyst with the Xerox Corporation. I've been with Xerox for 20 years and have always driven the freeways when I need to visit with clients. In recent years, I've also been able to use the Orange County toll roads. These roads have been a tremendous help in getting home quickly when I need to, as well as getting to my appointments on time.

I urge you to support the completion of the Foothill South toll road project. It is so vital to so many of us in our area, especially those of us who depend on reliable roadways for work.

Regards,

  
Kathleen Hardy  
22652 Spring Lake Drive  
Lake Forest, CA 92630

January 2008

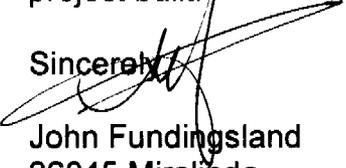
California Coastal Commission  
Attention: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Coastal Commission Members:

I commute to Carlsbad for work from my home in Lake Forest. I would love to take another alternative when traffic is backed up on Interstate 5. Since I live just south of the 241 toll road at the Portola Parkway ramps, a perfect solution would be the completion of the 241-South toll road to connect me into I-5 at the Orange County/San Diego County line.

Please support the project. There are many people, like myself, who want this project built.

Sincerely,



John Fundingsland  
26045 Miralinda  
Lake Forest, CA 92630

January 22, 2008

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

Dear Chairman Krueger:

Please evaluate carefully the staff report that urges you to deny the 241-toll road completion.

Our environment is important and the "Environmental Protection Agency" says the 241-extension plan will not harm the environment and could help them divert storm runoff from the I-5 – which is good for the environment.

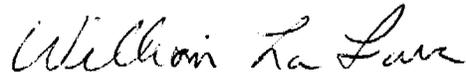
Extending the 241 does not take away people's homes or destroy businesses, as widening the I-5 would require.

People are tired of talking and planning – they want action. Action requires funding and completion of the 241 has private funding!

The Governor has endorsed the completion of the 241 as the best way to assist with traffic congestion and pollution in the region.

Please make the right decision for south Orange County and support the 241 completion.

Sincerely,



William C. LaFave  
21272 Countryside Drive  
Lake Forest, CA 92630  
949-951-5583

Cc: Governor Arnold Schwarzenegger  
Fax: 916.455.4633

U.S. Senator Dianne Feinstein  
Fax: 202.228.3954

Jan 20, 2008

Please OK the extension  
of #241 !

Judy Davis  
27636 - Via Turis  
Mission Viejo  
Ca 92692

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

Dear Chairman Kruer:

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,



Cara Giles  
27265 Buffalo Trail  
Corona, CA 92883

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,



Kristen Chrisman  
27712 Still Harbor  
Huntington Beach, CA 92647

# Dunn & Co.

1/17/08

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

Subject: Extending the 241 Toll Road to the I-5

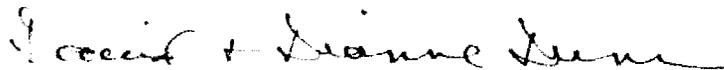
Dear Commission,

In time, the demand for this roadway and the environmental damage that will result if we don't build it, will produce the pressure necessary to get it approved.

Maybe two decades ago, the extension of the last leg of the Century Freeway heading toward the Los Angeles International Airport (LAX) was delayed long enough for it to cost an extra billion dollars. Its final configuration was very close to its original alignment. We don't need another delay that only increased the cost.

By now, surely there are realistic, appropriate, and generous mitigation measures built into the proposed design. If that is the case, please pass this roadway extension now. That will save us all a great deal of time, money, and aggravation.

Thank you for your service.



David & Dianne Dunn  
Grandparents of kids in San Diego County

GARY & LINDA GOSSARD  
28921 Via Hacienda  
San Juan Capistrano  
California, 92675 USA  
949-488-3850

January 21, 2008

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

RE: 241 Toll Road

Dear Chairman Krueer and Commissioners:

It is of vital interest to the commerce and commuters of South Orange County that we relieve traffic on Interstate 5 or this single arterial freeway will become even more of a traffic nightmare.

It is of particular interest to the residents of Mission Viejo, San Juan Capistrano and San Clemente whose roads suffer the daily traffic from other cities and other counties just trying to get to the I-5. An alternate route will not only reduce congestion on the I-5, it will also shorten commutes for thousands of people, save gas and reduce air pollution.

The proposed route for the 241 Toll Road completion is the best possible solution as it balances the needs of the general public with minimal environmental impact.

We need rational decisions made in the interests of both the general public and the environment at large. That means we need the 241 Toll Road completed.

Respectfully and sincerely,



Gary Gossard

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

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (13) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

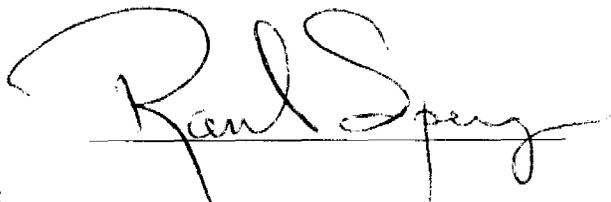
You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

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

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

Sincerely,

Name:



Address:

---

---

---

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

Dear Chairman Kruer:

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

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

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

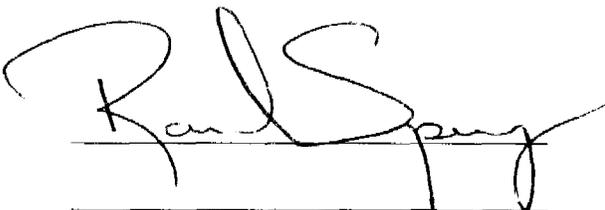
But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

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

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

Respectfully,

Name:



Address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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.

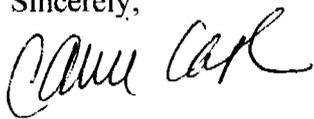
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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,



Carrie Catherine  
4634 E. Somerton Ave  
Orange, CA 92867

# CLOCK

D. Ralph Clock  
2981 Quedada  
Newport Beach, CA 92660  
Phone (949) 640-7890  
FAX (949) 640-8778  
RClock6418@AOL

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

January 18, 2008

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,



*Jo Anne Coupens*  
*24846 Dana Point Drive*  
*Dana Point, CA 92629*  
*949-481-9718*

January 18, 2008

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

I urge you to proceed with completing the 241, traffic on the 5 is such a "night-mare" so much of the time, it would also probably save lives by reducing the accidents from excess traffic.

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

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

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

Sincerely,



Jo Anne Coupens

.

...

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,

A handwritten signature in black ink, appearing to be "Pat Kruer", written in a cursive style.

**Suzanne and Charles Bradshaw  
2083 Fire Mountain Drive  
Oceanside, California 92054**

Dear Commissioners,

As a daily commuter of the South Orange County toll roads and freeways, I would like to voice my support of the Foothill-South toll road. Traffic congestion is a priority concern. Yes, habitat needs to be considered, which I know it has, but accommodations must be made to alleviate traffic, which will only increase in upcoming years.

Please, continue with construction of the toll road which has been promised for many years.

Sincerely,

A handwritten signature in black ink, appearing to read "Suzanne + Charles Bradshaw". The signature is written in a cursive, flowing style.

Suzanne and Charles Bradshaw

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

Dear Coastal Commission chairman and members,

The 241 is necessary as anyone who drives the I-5 on a regular basis can attest. I am a health care provider who calls on patients in their homes and have been stuck in traffic numerous times for extended periods when accidents occur, especially involving semi trucks and trailers, and have been unable to render treatment to my patients in a timely manner as a result. The proposed housing development(s) in the area only confound the already existing traffic congestion on the I-5 in south Orange County. We desperately need a "pressure relief valve" that passing this measure would provide.

I do not believe any environmental impact could possibly outweigh the need for an expanded infrastructure to support the rapidly growing population, and that the impact would be minimal. The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites. The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Please vote to allow the completion of the 241 and relieve traffic congestion in our area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thad Brown', with a long, sweeping horizontal line extending to the right.

Thad Brown  
Laguna Beach, CA

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

Dear Chairman Krueer:

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.

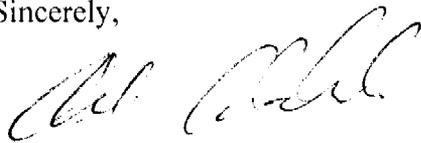
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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 black ink, appearing to read "Pat Krueer", written in a cursive style.

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

Patrick Krueger, Chairman

Dear Chairman,

I have read information about the completion of the 241 Toll Road here in San Clemente. I drive that <sup>5</sup>freeway almost every day and KNOW the Toll road completion is what I want to see and would be good for San Clemente. I also know that celeb's that don't live here Don't want it. Please vote for the completion of the 241 Toll Road!

Thank You  
R. Quillman  
San Clemente, Resident.

**W. Kevin Darnall  
24849 Del Prado  
Dana Point, CA 92629**

January 18, 2008

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

**RE: The 241 Toll Road**

Dear Chairman Kruer:

I agree with our Governor and I urge the Commission to 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 Surfrider Foundation is incorrect, the Toll Road will not negatively impact the beach or surf.

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,



W. Kevin Darnall

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

Jan 16, 2008

Dear Chairman Kruer:

I recently read Gov. Schwarzenegger's letter to the California Coastal Commission (Jan. 15, 2008) in which he voices his strong support of the Foothill-Hill South project in Orange County.

I agree with Gov. Schwarzenegger, "rebuilding our critical infrastructure is one of the single most important steps we can take to keep California strong and prosperous, make our air cleaner, reduce greenhouse gas emissions and protect the unique quality of life that makes California the greatest place to live on earth."

The traffic in South Orange County is cruel and the thought of it getting worse each year is down-right depressing. We need a route alternative to the ones that exist today. It's obvious!

As Gov. Schwarzenegger says, "The SR-241 project gives us the chance to protect our parks and our coastline and reduce one of the most damaging environmental problems that plagues our state: traffic gridlock. I hope you will join me in supporting this major step forward for California."

Thanks in advance for your consideration,



Charles T. French  
24066 Calendula  
Mission Viejo, CA 92692

Jan. 18, 2008

Dear Commissioner,

We support the completion of  
the 241 Toll Road. This is important  
to our homes and businesses in South Orange  
County.

Sincerely,  
Rick and Carol Harber  
27811 Calder Ridge  
San Juan Capistrano, Ca.  
92675  
949-496-7819

Owners of business:

Lifestyle Insurance Services  
30448 Rancho Viejo Rd. #250  
San Juan Capistrano, Ca.  
92675

949-493-2056

To: California Coastal Commission  
Re: 241 Toll Road Extension

January 16, 2008

I am writing in support of extending the 241 toll road. My husband and I moved to this area in 2000 with the understanding that one day the toll road would be completed linking us to cities in the south.

It is a serious inconvenience not to have the toll road available at this time. I also feel that it is a safety hazard not to have alternate routes available to residents and motorists in times of emergencies.

We live at the south end of the toll road at Oso Pkwy. If the road were available we would use it to make more frequent trips to areas were rarely visit now because of the congestion on the 5 fwy.

Sincerely submitted,

*Carol Flack*

Curt & Carol Flack  
*34 Alanthus*  
*Rancho Santa Margarita, Ca 92688*

January 16, 2008

Chairman Pat Kruer  
California Coastal Commission  
45 Fremont St. Ste. 2000  
San Francisco, CA 91405

RE: 241 Toll Road on February, 2008 Agenda

Dear Chairman Kruer,

The 241 Toll Road is an important element in the transportation solutions for Orange County and anyone who drives the I-5 between San Diego and Los Angeles.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites and will have no effect on the surfing in the area.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas. I believe that this road alignment has balanced the many issues important to residents and Coastal policies.

Please support this toll road.

Sincerely,

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

Carol McDermott  
23 Calais  
Newport Coast, CA 92657

**ROY & BOBBEE BUTLER**  
**1705 N. Shelly Court**  
**Brea, CA 92821-1873**  
**714-256-2361**

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,

 "Bobbie"

Bobbie Butler

January 16, 2008

California Coastal Commission  
Chairman Pat Kreur  
45 Fremont St. Ste. 2000  
San Francisco, CA 91405

RE: 241 Tollway Extension in Southern Orange County

Dear Chairman Kreur and Coastal Commissioners:

Initial plans show that the proposed 241 extension road will end a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites. The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas as part of the controversy surrounding the extension. While the Coastal Commission may consider a re-alignment of the junction with I-5, there is no ecological or public land use reason to reject this project. As was done with the 73 tollway, provisions for wildlife travel can, and should, be made.

Many of the same objections were made to the construction of the 73 tollway which cuts diagonally from the Newport Beach area to join the I-5 in south Orange County. While there were great fears of wildlife being disrupted or displaced, there is actually more evidence of wildlife activity along the 73 since its construction and built-in provisions for wildlife transit across the area. I personally lived in an area of Newport Beach directly adjacent to the 73 corridor and can attest to the fact that after construction was complete, there was actually a resurgence of wildlife in the form of birds, rabbits, mice and related critters. I would point out that my college major was zoology, so I have some knowledge of the issues involved.

In addition, the increase in concentrated air pollution from increasing traffic on the I-5, whether widened or not, is a health hazard to all residents. Local traffic in Dana Point and San Clemente has increased as more drivers try to avoid congestion on the I-5, subverting the attempts preserve and enhance these communities as more people move to South Orange County. If the Coastal Commission would not permit the massive developments that are occurring in the San Clemente area (e.g. Talega, Marblehead) none of us would be confronted with the controversy that extension of 241 has created.

The Coastal Commission has a duty to reduce traffic impact on both the human population and wildlife along the I-5 corridor by allowing it to be diluted by alternate routes.

Having appeared before the Commission on beachfront construction issues in the past, I am aware that the members do not live in the affected area. For those of you who are not

aware, allowing the extension of 241 would also provide an additional emergency evacuation route in the event of a community disaster. Currently there is no way in or out of Dana Point or San Clemente except I-5. This makes many residents nervous. In the event I-5 became blocked or otherwise unusable, the scale of a disaster related to inability to evacuate or bring in emergency resources would be greatly increased. Examples would be extensive fires as occurred in the past in Laguna Beach and more recently in Camp Pendleton. Other specific examples would also be the problems of evacuation from other large fires (Malibu, Santiago Canyon, etc.) and the possibility of a radiation accident at the San Onofre generating plant.

There is much more to this issue than extremist protection of a small amount of habitat, the damage to which is the subject of significant debate by qualified ecologists and biologists. It should be noted that many of the same arguments were placed against the I-280 freeway running down the backbone of the San Francisco peninsula when I lived in the Bay Area, yet it is among the more scenic and environmentally friendly roads ever built in the state. Without I-280, the peninsula would be in the same traffic quagmire that is already occurring in Southern Orange County.

As an intelligent citizen who has rationally reviewed this project, I strongly urge the Coastal Commission to allow this project to move forward!

Thank you for your consideration,

A handwritten signature in cursive script, appearing to read "Jerome T. Anderson".

Jerome T. Anderson, C. C. E.

Biomedical Engineer

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

Dear Chairman Kruer:

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

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

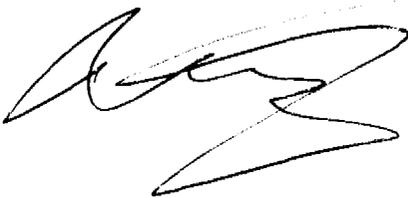
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,

A handwritten signature in black ink, appearing to be 'Pat Kruer', written in a cursive style.

**ROY & BOBBEE BUTLER**  
**1705 N. Shelly Court**  
**Brea, CA 92821-1873**  
**714-256-2361**

January 16, 2008

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

Dear Chairman Kruer:

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

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

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

Without Foothill-South, the already severe traffic congestion in south county, is projected to increase 60 percent by 2025. As studies attest, the completion of the final Foothill-South segment will reduce travel time in the area by over 50% during peak hours.

The combination of reduced gas consumption, air pollution and travel time is a win-win solution to both our environment, our residents and the tourists who enjoy our beautiful area.

I strongly urge you and the other members of the Commission to consider all the positives involved in the extension of the 241 Toll Road to the I-5 and **approve this project..**

Thanks you very much

Sincerely,



Roy Butler

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

Dear Chairman Kruer:

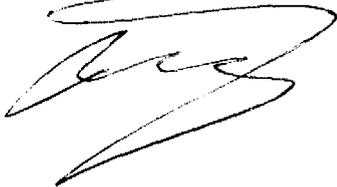
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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,

A handwritten signature in black ink, appearing to be the name 'Pat Kruer', written in a cursive style.

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 black ink, appearing to be 'Pat Kruer', written in a cursive style.



January 16, 2008

California Coastal Commission  
Chairman Pat Kruer  
45 Fremont St. Ste. 2000  
San Francisco, CA 91405

Dear Chairman Kruer,

I am part owner of a \$100 million business in Orange County. We employ 120 people, 100 of these at our headquarters in Irvine. Most of these are high-paying, technical positions with good benefits. Our nearly \$15 million annual payroll is a small but significant share of Orange County's economy.

I realize that there are environmental concerns with the southern extension of the 241 toll road. However, these concerns are far outweighed by the environmental and other practical concerns posed by alternatives. The widening of Interstate 5 would be a disaster to local residents and businesses, eventually making the rush hour mess at the El Toru "Y" even worse.

Doing nothing is not an option. If the congestion on I-5 gets any worse, it will make it difficult for us to attract and keep good employees from the far south county. It already makes it near impossible to attract employees from San Diego County.

Don't make this a political issue. Orange County businesses need this road to grow and flourish.

Best Regards,

A handwritten signature in cursive script, appearing to read "Bob Curtis".

Bob Curtis

Chairman

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

Dear Chairman Kruer:

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

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

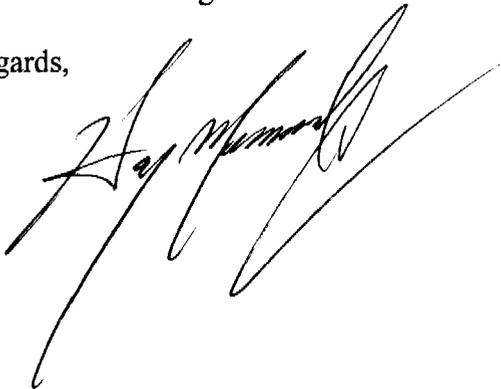
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,

A handwritten signature in black ink, appearing to read "Pat Kruer", written in a cursive style. The signature is positioned below the "Regards," text and extends to the right, crossing the end of the line.

Lynn M. Meder  
22 Via Madera  
Rancho Santa Margarita, California 92688

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

Re: 241 Toll Road

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,



Lynn Meder

January 15, 2008

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

Dear Chairman Kruer:

On behalf of the Orange County Business Council, representing more than 300 business members, who employ approximately 200,000 people in Orange County, I urge you and the Coastal Commission members to approve the Transportation Corridor Agencies (TCA) application for a Consistency Certification for completion of the SR-241 Foothill South Toll Road.

The SR-241 is the only viable project to provide critical congestion relief to the Interstate 5 corridor. We would also like to underscore that this project will result in \$100 million from the Transportation Corridor Agencies to fund improvements to the California State Parks System including funds to extend the lease at San Onofre State Beach Park and Trestles Beach.

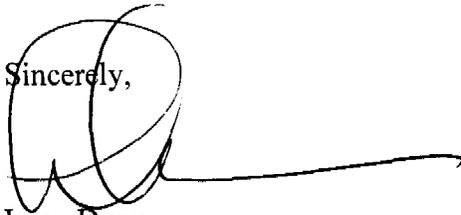
This project has undergone over two decades of environmental review. The preferred route was selected by a collaborative of federal environmental resource agencies and was carefully planned to balance the need for traffic relief with environmental protection. The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies 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.

Contrary to what opponents claim, widening the I-5 instead of completing the 241 is not a feasible option. Caltrans, who participated in the 241's environmental review process, has confirmed that over 1,100 homes and businesses would need to be removed in order to widen the I-5 to Caltrans' standards. Such a project would cost over \$2.4 billion – money the state does not have. The 241 is ready to be built now.

As an added benefit, the 241 is part of Orange County's public toll road system so no state funds are needed to complete this project. Precious state tax dollars can be used on other needed infrastructure improvement projects.

The Orange County Business Council strongly encourages the Coastal Commission to approve the TCA's coastal consistency application at your February meeting. 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, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Lucy Dunn  
President and CEO