

STATE CAPITOL
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California State Senate



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SUITE 180
TUSTIN, CA 92780
TEL (714) 573-1858
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DICK ACKERMAN
SENATE REPUBLICAN LEADER
SENATOR, THIRTY-THIRD DISTRICT

November 17, 2005

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

Dear Governor Schwarzenegger:

On behalf of the citizens of Orange County, I request your help in completing the regional highway system envisioned in GoCalifornia. Currently, the California State Parks Commission is taking action that conflicts with your GoCalifornia proposals. The Commission is ignoring two decades of transportation planning in Orange and San Diego counties.

Orange County's 51-mile toll road system is reducing traffic congestion on a daily basis by taking 300,000 trips off our crowded freeways and city streets. The system is operated by a joint powers authority (the Transportation Corridor Agencies or "TCA"), which is governed by elected Orange County representatives and 15 cities within the county. Currently, TCA is in the final stages of the environmental review for the last 16-mile phase of the system, known as Foothill-South (SR-241).

Recently, the State Parks Commission held a meeting to discuss one of the Foothill-South alternatives. After one public hearing, at which they allowed TCA six minutes to explain this complex matter, the State Parks Commission adopted a resolution opposing the project. This appointed commission now plans to hinder the complex and very detailed environmental process—a project that exemplifies policies you and your administration are promoting.

My colleagues and I support the Foothill-South project as a local solution to a local traffic problem. Traffic is bad now and will only get worse as time goes by. The state should not be responsible for stopping or stalling a viable solution, especially a solution that epitomizes your administration's transportation policies.

Orange County supports Foothill-South. I look forward to your leadership in bringing together various state agencies and departments to ensure that your vision for transportation infrastructure is realized.

Sincerely,

A handwritten signature in black ink that reads "Dick Ackerman".

DICK ACKERMAN
Senate Republican Leader

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

December 13, 2005

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

Dear Governor Schwarzenegger:

On behalf of the citizens of Orange County, we are writing to urge your support for the completion of Orange County's sixty-seven-mile public toll road system – the Foothill-South project.

The last sixteen-mile segment of the system, known as Foothill-South, exemplifies your GoCalifornia initiative and it is an imperative part of Orange County's Master Plan of Arterial Highways and the Southern California Association of Government's Regional Transportation Plan.

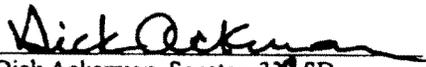
Several alignments have been studied and we support an alignment that goes around our South County communities in order to protect the economic vitality of the region and connects to the I-5 within federally owned land – Camp Pendleton. The United States Marine Corps requires that the alignment be as far to the north as possible so as not to interfere with military training. This area is leased by the California State Parks and Recreation Department to be used as San Onofre State Beach Park. The leasehold specifically reserves the Marine Corps' right to grant rights of way for roads and infrastructure. Congress further authorized the secretary of the Navy to grant an easement to the Transportation Corridor Agencies (TCA) for Foothill-South. The alignment through the leasehold avoids the 161 campsites at the San Mateo Campground and other sensitive native habitats in the area.

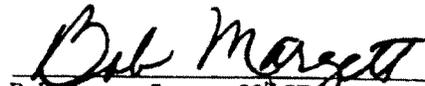
Orange County's toll road system was planned, financed, built and continues to be operated by TCA, two joint powers authorities consisting of fifteen cities and the County of Orange. TCA offers daily traffic relief for Orange County commuters and businesses by taking 300,000 trips a day off of Orange County's congested freeways and city streets. The final sixteen miles of the system have been through extensive analysis involving the Environmental Protection Agency, U.S. Fish and Wildlife Service, Army Corps of Engineers, the Federal Highway Administration, and Caltrans. Foothill-South will complete State Route 241 – a state highway – and construction of the toll road will utilize no state funds.

In light of your recent announcements about the importance of infrastructure for the economic future of California, we hope that you will look to TCA and the Foothill-South project as an example of your vision.

Important decisions are about to be made regarding the future of this desperately needed transportation project. We urge you to support the Foothill-South project, which we feel is crucial to Orange County's quality of life and economic future.

Sincerely,


Dick Ackerman, Senator, 37th SD

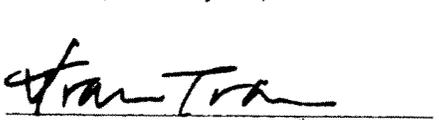

Bob Margett, Senator, 29th SD

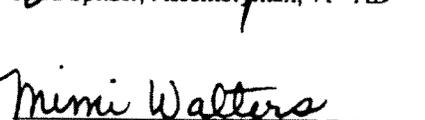

Bill Morrow, Senator, 38th SD


Chuck Devore, Assemblyman, 70th AD


Bob Huff, Assemblyman, 60th AD


Todd Spitzer, Assemblyman, 71st AD


Van Tran, Assemblyman, 68th AD


Mimi Walters, Assemblywoman, 73rd AD

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January 9, 2006

Chairman Ken Ryan
Foothill/Eastern Transportation Corridor Agency
125 Pacifica, Suite 100
Irvine, CA 92618

Dear Mr. Ryan:

As a resident and business leader in South Orange County for the last 25 years, I have watched changes in this area's population and demographics with more than casual interest. As the CEO of Saddleback Memorial Medical Center, with campuses in Laguna Hills and San Clemente, I have spent a great deal of time over the last several decades trying to keep pace with the changing healthcare needs of a growing and maturing population. In addition, we are responsible for attracting a workforce consisting of over 2,800 employees, plus thousands of physicians, medical office and support staff.

South Orange County has provided a very high quality of life that has been a key to attracting talented physicians, nurses and other healthcare providers. In return, the healthcare services available to the residents of South County are exceptional. It is essential that these synergies continue. I believe that transportation issues continue to be among our many challenges. As the community continues to evolve, traffic congestion becomes a factor in accessing our facilities for patients and staff members alike. The healthcare industry is facing serious staffing shortages in many areas such as nursing and other clinical jobs that can't be solved by telecommuting or outsourcing. These shortages are expected to get worse in the years ahead and we need to do everything in our power to attract these valuable resources. Commute times are a factor.

To the extent that the final phase of the Foothill-South corridor redirects South County traffic patterns and improves drive times, as described in the Final EIR Report, I believe this will improve access to hospitals and other healthcare facilities. This improvement will be realized by hospital staff, physicians, emergency vehicles and patients alike.

Sincerely,



Stephen B. Geidt
Chief Executive Officer

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The
GIBBS LAW FIRM
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GERALD R. GIBBS
TIMOTHY J. GIBBS
DAVID L. GIBBS
OF COUNSEL

January 10, 2006

TCA Foothill - Eastern
c/o Jeff Bott
Board of Directors
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Board Members:

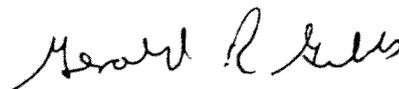
I know that your board will be inundated by negative persons at your hearing on January 12, 2006. I am sure you understand that there are thousands of us who understand the toll road extension is necessary and will help the environment.

It would appear that after the settlement in Rancho Mission Viejo, that the only thing in controversy is the leased land for a state park and the alleged injury to several hundred surfing enthusiasts. Certainly, there are a number of state parks in the State which have freeways next to them. In fact, two of those are in San Clemente and North San Diego County. In addition, the park under discussion is a lease hold land which may not be extended for several years. Regarding the surfers at the Trestles, one only needs to look at the environmental impact report to determine that this is an emotional, not factual issue.

Please vote for the green alignment and let's get the toll road extension built before there is any further delay. I apologize for not being at your meeting, but I am aware on business.

Very truly yours,

THE GIBBS LAW FIRM


GERALD R. GIBBS

GRG:lc

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Fred C. Helms
6 Saratoga
Dove Canyon, CA 92679

January 11, 2006

The Honorable Ken Ryan, Chair
Foothill/Eastern TCA Board of Directors
125 Pacifica
Irvine, CA 92618

Dear Mr. Ryan:

As President of the Rancho Santa Margarita Chamber of Commerce and as a resident of Dove Canyon, I am writing to urge your support for the Foothill-South project, which is the completion of Orange County's 67-mile public toll road system.

I would like to express my support for the infrastructure project that will benefit all of our cities, the County, and the Southern California region as a whole. Not only is Foothill-South project the product of extensive traffic, land use, and environmental studies, but it is a critical component of Orange County's Master Plan of Arterial Highways and the Southern California Association of Government's Regional Transportation Plan

I am pleased to see that the Foothill/Eastern Transportation Corridor Agency has announced that the federal resource agencies have selected the "Green Alignment" as the Least Environmentally Damaging Practicable Alternative. I support the alignment because it goes around our South County communities in order to protect the economic vitality of the region, improve mobility, and that construction will utilize NO state funds.

I urge you to support the Foothill-South project, which I feel is crucial to Orange County's quality of life and economic future.

Sincerely,

Fred C. Helms

Fred C. Helms
President
Rancho Santa Margarita Chamber of Commerce

RANCHO MISSION VIEJO

January 11, 2006

Honorable Board of Directors
Foothill/Eastern Transportation Corridor Agency (TCA)
125 Pacifica
Irvine, California 92618

RE: Certification of Final SEIR and Selection of Preferred Alternative for FTC-South

Honorable Members of the Board:

We at Rancho Mission Viejo (RMV) appreciate the opportunity to provide input and commentary at this point in the processing and evaluation of the Foothill Transportation Corridor South (FTC-South). As the owners of the 23,000 acre Rancho Mission Viejo, we take very seriously our responsibility to carefully manage the Ranch, and given the fact that the majority of the construction of the FTC-South will take place on the Ranch, we have a compelling interest in the manner by which this facility is proposed to be constructed, as well in the determination of its final alignment.

We feel it is important to restate at the outset of our comments that RMV firmly supports the extension of the FTC-South. The completion of this important regional facility will provide a key component of the future regional transportation system. As noted in the TCA's staff report dated January 12, 2006 (page 3), both the SCAG and SANDAG regional transportation plans and regional transportation programs identify the FTC-South as a critical component of the regional transportation system in Southern California. Specific benefits of the construction of the FTC-South, as detailed in the "Draft Findings" set forth in Attachment A to the TCA staff report (pages 103-109), include alleviating I-5 and arterial peak hour congestion, and providing point travel time savings. In summary, the completion of the FTC-South will provide very real benefits to citizens of Orange County, as well as the region, and we wholeheartedly support the careful and expeditious construction of the extension.

Based on experience gained from our own decades-long planning efforts in South Orange County, we also appreciate the complexities and tradeoffs that complicate regional transportation planning in the area. Not the least of these are the competing goals and objectives of the various interested parties with regard to providing for both projected population growth and desired

Honorable Board of Directors
January 11, 2006

Page 2

resource conservation. It is, in fact, the consideration of these very issues that has led to substantial delays in completing the FTC-South.

Given the impacts that will occur on Rancho Mission Viejo, we have been working on an ongoing basis with the TCA staff to define and understand the various impacts and issues surrounding the construction of the FTC-South on the Ranch. We intend to continue working with the TCA and its staff in the same spirit of cooperation that has marked our past dealings. Without a doubt, there are a myriad of details that will need to be coordinated, and issues to be resolved, relative to the interface of the toll road and our development plans. Additionally, we will need to continue to discuss the relationship of the proposed alignment to our ranching operations.

We have now had a chance to review the TCA's Draft Findings concerning its selection of a Preferred Alternative and wanted to make sure that your approval documents accurately reflect the facts in support of your actions. Please consider the following comments in this regard. First and foremost, we believe that the Draft Findings generally underestimate the potential impact of the FTC-South on the Ranch Plan development areas. The Draft Findings seem to focus primarily on impacts to existing Ranch agricultural uses, including grazing, and impacts to lands designated for open space conservation under the approved 2004 Ranch Plan entitlements and the 2005 Settlement Agreement.¹

As described in the Draft Findings (page 110), the TCA has attempted to include as much of the Preferred Alternative alignment within the Ranch Plan development areas as is feasible, in order to minimize impacts on open space and habitat areas. Given the value of these open space lands to the overall Ranch Plan and their importance to the ongoing NCCP/MCAA/HCP and SAMP efforts, we understand the TCA's intentions. Nevertheless, the Draft Findings should describe more clearly how the FTC-South will affect the areas approved for Ranch Plan development, and the impact on Ranch Plan implementation.

A conceptual alignment for the FTC-South has been shown on the Master Plan of Arterial Highways (MPAH) since 1981. Because of the delays resulting from the continuing deliberations regarding alternative FTC-South alignments, and because of RMV's commitments to advancing the NCCP and SAMP planning programs in the meantime, RMV determined in

¹ In the way of clarification, it should be noted that all of the Williamson Act contracts pertaining to agricultural preserves on the Ranch have been noticed for non-renewal. Furthermore, none of the Williamson Act contracts are scheduled for cancellation proceedings that would terminate them prior to expiration of their stated terms. The statement regarding on these issues at page 15 of the Draft Findings is misleading.

Honorable Board of Directors
January 11, 2006

Page 3

2001 to move forward with its land development and conservation plans for the Ranch. This effort culminated in the County's approval of a General Plan Amendment and Zone Change (GPA/ZC) for the "Ranch Plan" in November of 2004. RMV's land planning efforts necessarily relied on the previously adopted (*i.e.*, CP) alignment.

While the Draft Findings present several reasons in support of the shift in alignment from the CP to the Preferred Alternative, the change will require significant modifications to our land planning efforts. TCA's placement of the alignment for the Preferred Alternative within Ranch Plan development areas "wherever feasible" also increases the amount of expected development land take.

Impacts of the Preferred Alternative on Ranch Plan development areas are of even greater concern given that the total amount of development area which was approved by the County in 2004 has been significantly reduced by virtue of the Settlement Agreement, which increased the acreage to be devoted to open space. Thus, the value of each remaining development acre to RMV, and to the future homebuyers and businesses in Orange County, has significantly increased.

Expected impacts on designated development areas are not limited to the direct effects of land take. The potential impacts on the Ranch Plan development areas as a result of visual, noise, air quality and other effects of the toll road must also be more carefully considered and mitigated. Such impacts have the potential for affecting existing and approved Ranch Plan land uses both along, and beyond, the boundaries of the toll road corridor.

The importance of these issues is heightened in that the residential and non-residential densities will be greater, because development acres have been reduced while the number of proposed homes and business square footage have remained unchanged. Thus, for example, due to the increases in density, noise impacts will be that much more of a concern. The design treatment and mitigation of the toll road adjacent to development will therefore need to be determined. For all of these reasons, we respectfully request that the potential impacts of the Preferred Alternative on Ranch Plan development areas and land uses, including appropriate mitigation measures, be more clearly and accurately addressed in the final Findings and other approval documents.

Finally, the desire of the TCA to minimize impacts on open space lands that would become part of a habitat reserve under the proposed NCCP/MSAA/HCP is acknowledged and appreciated. In this regard, we note the references in the Draft Findings (pages 238 and 239) to the extensive mitigation measures included in the Preferred Alternative so as to protect significant resources and to ensure no net loss of habitat value from the present. We also note references in the Draft Findings (page 112, etc.) to the Upper Chiquita Conservation Area and to mitigation opportunities pertaining to that area, which are intended to be compatible with the proposed

Honorable Board of Directors
January 11, 2006

Page 4

NCCP/MSAA/HCP. Upon approval of the NCCP/MSAA/HCP, we look forward to the inclusion of the Upper Chiquita Conservation Area as part of the habitat reserve in accordance with the terms of the applicable conservation easements.²We appreciate your consideration of these comments and look forward to working with you on these important matters.

Sincerely,

RANCHO MISSION VIEJO

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

Richard Broming
Senior Vice President
Planning & Entitlement

² We also note various references in the Draft Findings (see, for example, pages 49 and 50), to the TCA's cooperation in the development of a NCCP and SAMP. Although the TCA has not had an active role in the development of these plans to date, we do anticipate the cooperation of the TCA is enrolling the Upper Chiquita Conservation Area as part of the proposed habitat reserve upon approval of the NCCP/MSAA/HCP.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802- 4213

JAN 12 2006

In response refer to:
151422SWR2004PRI3884:SCG

Transportation Corridor Agencies (TCA)
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, California 92618-3304

Dear Ms. Cleary-Milan

The National Marine Fisheries Service (NMFS) has reviewed the Final Environmental Impact Statement/Subsequent Environmental Impact Report (EIS/SEIR) for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP). NMFS had concerns that the draft EIS/SEIR for the SOCTIIP did not accurately characterize the status of the Federally listed endangered Southern California steelhead or adequately assess project impacts on steelhead and its habitat. We sent a letter to the Transportation Corridor Agencies on August 6, 2004, stating those concerns and providing comments on the draft EIS/SEIR.

Based on our review, the final EIS/SEIR does address NMFS' concerns and comments from our previous letter. NMFS would like to clarify that critical habitat for the Southern California steelhead Evolutionarily Significant Unit was designated on September 2, 2005 and became effective on January 2, 2006 (70 FR 52488). As described in the final critical habitat rule, habitat in the lower section of San Mateo Creek where the SOCTIIP plans construction of bridges that join with Interstate Highway 5 is now designated as critical habitat for steelhead. In addition, NMFS recently published a final listing determination for the Southern California steelhead Distinct Population Segment on January 5, 2006 (71 FR 834) following a reassessment of its status and population status under the Endangered Species Act. NMFS is presently engaged in section 7 consultation with the Federal Highway Administration for the SOCTIIP and is awaiting more information in order to proceed with the consultation.



Please call Stan Glowacki at (562) 980-4061 if you have any questions concerning this letter, or if you require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Rodney R. McInnis".

Rodney R. McInnis
Regional Administrator

cc: Mary Larson, CDFG
Jill Terp, USFWS
Ken Corey, USFWS
Jae Chung, Corps



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January 12, 2006

Mr. William Woollett
Interim Chief Executive Officer
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Mr. Woollett:

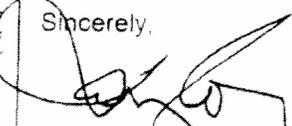
The Orange County Transportation Authority (OCTA) has supported the implementation of the Transportation Corridor Agencies' (TCA's) projects since the inception of the organization in the late 1980s. The new transportation capacity provided by the Foothill/Eastern Toll Roads (State Route 241, State Route 261, State Route 133) and the San Joaquin Hills Toll Road (State Route 133) has helped balance Orange County's transportation system and kept much of Orange County moving during a period of declining state and federal transportation funding.

The last major piece of the TCA's system includes the proposed southern extension of the SR-241 Toll Road to the San Diego Freeway (Interstate 5). This project has been the subject of major planning efforts for more than 20 years. As your organization considers a Locally Preferred Alternative, OCTA is writing to express support for the transportation capacity provided by the SR-241 extension. ~~The project is necessary for I-5 traffic relief as well as providing new transportation routes for southern Orange County.~~

OCTA understands that any of the alignments under consideration will have community and environmental impacts that your organization will continue to address as the project development process proceeds. However, sustaining Orange County's continued transportation demand necessitates that you and the involved agencies find ways to meet these challenges.

OCTA looks forward to working with you on issues of mutual interest to our agencies and Orange County. Please call me at 714 560-5431, if you have any questions or comments.

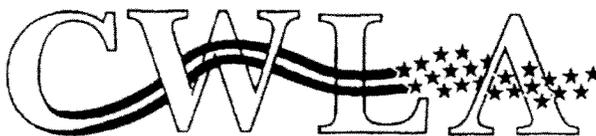
Sincerely,



Paul C. Taylor, P.E.
Executive Director
Planning, Development and Commuter Services

PCT:to

BAY AREA
LOS ANGELES
ORANGE COUNTY



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Executive Director

January 12, 2006

The Foothill/Eastern Transportation Corridor Agency
125 Pacifica, Suite 100
Irvine, California 92618

Dear Chairman Ryan and Board Members,

California Women's Leadership Association is in support of the Foothill South extension and urges you to certify the final EIR and the preferred alignment. CWLA, founded 11 years ago in Orange County, is an organization of over 500 women throughout California is committed to bringing together influential women to effect meaningful change in our communities and our government through education and advocacy. We strive to identify and provide opportunities for women's political involvement in their government and their community to enhance their quality of life.

We urge you to certify the final EIR and the preferred alignment because Foothill South is the final segment of Orange County's planned 67-mile toll road system. This extension has gone through a rigorous and long, regional planning process that began in 1981. During that time, an unprecedented collaboration among agencies studied this issue. We are confident that their conclusions, represented in today's EIR and preferred alternative, provide the least impactful solution to Orange County's critical transportation crisis on Interstate 5 in South Orange County.

CWLA and all Californian need leaders in transportation who lead with the purpose of solving our most pressing infrastructure need with fiscal conservatism and pragmatism. You have the opportunity today to be those kinds of leaders. Thank you for consideration of this most important matter.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Cowen-Fitzgerald".

JENNIFER COWEN-FITZGERALD
Executive Director

January 12, 2005 [etc]

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Chairman Ken Ryan
Members of the Foothill/Eastern Transportation Corridor Agency
125 Pacifica, Suite 120
Irvine, California 92618

RE: Foothill South Extension

Honorable Chairman Ryan and Members of the Board:

The National Association of Industrial and Office Properties, Southern California Chapter supports the Foothill-South to help complete the Orange County's toll road system and the preferred alignment identified in the Subsequent Environmental Impact Report (SEIR). This final construction phase of the toll road will facilitate the movement of people, goods and services throughout the region and, in particular, the fast growing southern county area.

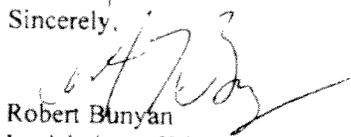
NAIOP So Cal's over 800 members own and manage over 1.8 billion square feet of commercial and industrial buildings housing over 5.4 million workers in Orange and Los Angeles Counties. These workers utilize the region's transportation system for more than going to and from work! They use the roads, freeways and toll roads to deliver the goods manufactured and stored in their facilities and delivered to the ports of Long Beach and Los Angeles to the rest of the nation. The completion of the Foothill South Toll Road is an integral and important part of the region's overall transportation system.

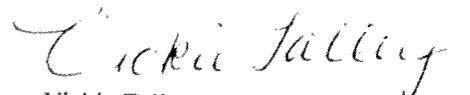
Orange County, as one of the highest job-generating counties in the state located between Los Angeles and San Diego Counties, has tremendous regional transportation responsibilities to meet the needs of its residents, workers, business travel and the movement of goods within and beyond its borders. The region's transportation system has not kept up with the growth and demands of the region. The completion of the Foothill-South toll road will provide an important alternate route to I-5 in South Orange County and is an important and critical part of this transportation corridor and regional system.

NAIOP members are the companies moving goods from the ports of Long Beach and Los Angeles to the rest of the nation. The projections for increased international and domestic trade volumes continue to increase the truck traffic moving these goods along the major transportation corridors. The importance of the Foothill-South toll road cannot be understated. It is also an important link to commercial, as well as residential, access to Los Angeles International and Ontario Airports.

NAIOP SoCal recognizes the environmental challenges associated with the construction of major transportation systems and supports the TCA doing everything possible to mitigate negative impacts. However, sustaining the economic vitality of the region and quality of life for Orange County workers and residents supports the need to address and overcome the environmental challenges. We urge the adoption of the Subsequent Environmental Impact Report and movement toward the timely completion of the Foothill South Toll Road.

Sincerely,


Robert Bunyan
Legislative Affairs Committee Member


Vickie Talley
Director of Legislative Affairs

STATEMENT AT TCA PUBLIC HEARING

Foothill South
1/12/06
by
William G. Steiner

Members of the Agency Board, my name is Bill Steiner and I am here representing the Orange Chamber of Commerce and its 800 member businesses.

I would ask that you please enter into the record a resolution by the Chamber in support of the extension of the 241 toll road.

The controversy over this decision is similar to what we experienced in our own community several years ago when decisions were made to locate the 241 and the 261 toll roads in the Orange sphere of influence.

We were also concerned about the impact on native habitat, on wildlife movement, on our residential neighborhoods, on Irvine Park and on traffic circulation and congestion at the Chapman interchange.

In Orange we knew we couldn't really stop progress based on our narrow parochial interests.

We knew that the toll roads represented a regional approach to transportation.

We knew that the toll road was our best opportunity to relieve chronic congestion on the I-55 Freeway that goes through our community, as well as Imperial Highway, Cannon and Serrano Road.

So what resulted was compromise.

Frankly, most decisions that can polarize people require compromise.

The preferred alignment of Foothill South represents a compromise.

Our experience in Orange was that the TCA was an agency that was responsive to our concerns.

It spent millions of dollars on mitigation measures to minimize impacts.

It worked collaboratively with the federal regulatory and resource agencies.

It preserved open space.

It conducted endless outreach efforts and public hearings as its plans were adjusted as a result of this input.

And it secured the financing to actually build the road.

So, in closing let me say that the TCA did its part and kept its promises in Orange. And I believe it is doing the same in South County.

Ladies and Gentlemen I hope that you will move ahead to complete the network of toll roads for the benefit of all of our citizens.



**Comments on Proposed Certification of Final Subsequent Environmental Impact
Report and Selection of Locally Preferred Alternative for Southern Extension of
State Route 241**

by

**William J. Kelley, III
Vice-Chair, Governmental Affairs
Irvine Chamber of Commerce
at the Foothill/Eastern TCA Board of Directors Meeting
January 12, 2006
Mission Viejo, California**

To the Honorable Directors:

My name is William Kelley, and in addition to being a resident of south Orange County and an attorney in private practice in Irvine, I am the Vice-Chair of Governmental Affairs for the Irvine Chamber of Commerce. I present my comments today on behalf of the Irvine Chamber of Commerce.

To begin with, I would like to state that the Irvine Chamber of Commerce fully and unreservedly supports completion of the 241 Toll Road, and to that end, strongly urges this Board to adopt today the two proposed resolutions to certify the Environmental Impact Report and select the staff-recommended preferred alternative connecting the 241 with Interstate 5. Let me briefly offer for your consideration three points from the particular perspective of the Irvine Chamber.

First, the Irvine Chamber is one of the largest chambers of commerce in southern California, with nearly a thousand members representing approximately 60,000 employees. And it makes sense that our chamber is so large, because Irvine is one of the most job-rich cities in the nation. Irvine businesses provide close to 200,000 jobs. And most of these jobs are held by people who live elsewhere, including many who live in South County. People have to be able to get to and from work easily. Goods must be

moved efficiently. Accordingly, a well-functioning, high-capacity transportation network is key to a thriving economy in Irvine and indeed all of Orange County. For these reasons, the Irvine Chamber was an early supporter of the existing Toll Roads, which bring commuters and goods to and from Irvine. For the county's transportation network to keep pace with increasing population and to allow continued job growth, the Toll Road system must now be completed, and that means linking the 241 to the 15.

Second, the Irvine Chamber has an unusually diverse mix of businesses as our members. Reflecting the fact that the City of Irvine is headquarters to many large corporations, Irvine Chamber members include companies that are world leaders in such industries as automotive, computer and medical technologies, as well as businesses more typical of traditional chambers of commerce, namely, medium and small-sized enterprises, including hundreds of sole proprietorships and family-owned businesses. Our determination is that completion of the 241 Toll Road will benefit all ranges of our members—small, medium and large businesses. Left uncompleted, the worsening traffic congestion will cause all our businesses to suffer, and the result will be loss of jobs.

My third and final point is that the Irvine Chamber of Commerce views partnerships between public and private entities as the most cost-effective and timely means of building the state's infrastructure. The Orange County Toll Roads are a great example of what can be accomplished when the public and private sectors work together with foresight, vision and creativity. The Foothill South alternative recommended by the Board's staff has all the hallmarks of careful planning with due consideration to cost, safety and environmental factors, and will be a fitting complement to the current system.

And so on behalf of the Irvine Chamber of Commerce, I ask that this Board approve the two resolutions presented today and continue to work to complete this vital link in our region's transportation network. Thank you very much for your consideration.



RESOLUTION IN SUPPORT OF COMPLETION OF FOOTHILL SOUTH TOLL ROAD

WHEREAS, The Irvine business community and residents consistently recognize traffic and congestion as a leading issue; and

WHEREAS, The Transportation Corridor Agencies has successfully planned, financed, constructed and operated 51 miles of Toll Roads in Orange County; and

WHEREAS, For the past 15 years, the publicly-managed and privately-financed Toll Roads have improved and stimulated business activity in Orange County by relieving freeway congestion thereby saving Toll Road commuters an average of 21 minutes per trip; and

WHEREAS, The Transportation Corridor Agencies makes environmental sensitivity their top priority in both the construction and maintenance of the Toll Roads; and

WHEREAS, The Transportation Corridor Agencies preserved more than 2,000 acres of native habitat including: a 50-acre wetland, a 214-acre site of preserved and restored costal sage scrub, a 21-acre wetland along Bonita Creek and a 1,182-acre conservation area near Coto De Caza to assure a safe environment for deer, coyote, and many bird species including the California gnatcatcher; and

WHEREAS, The Toll Roads improve the quality of life in Orange County by reducing traffic congestion, thereby eliminating an estimated 8.2 million pounds of vehicle emission air pollution annually; and

WHEREAS, Using a conservative estimated of \$12.00 per hour, the Toll Roads save commuters a combined \$345.9 million in business productivity annually; and

WHEREAS, The Toll Roads alleviate as much as 25% of the traffic congestion on the Orange County freeways and without the Toll Roads vehicle hours of delay on county freeways and arterial roads would increase by an additional 115,300 hours each weekday;

NOW, THEREFORE, BE IT PROCLAIMED BY THE IRVINE CHAMBER OF COMMERCE BOARD OF DIRECTORS, that they take great pride in commending the Transportation Corridor Agencies for their role in alleviating the traffic congestion in Orange County; and

BE IT FURTHER RESOLVED THAT, the Irvine Chamber of Commerce Board of Directors endorses the Transportation Corridor Agencies' efforts to complete the Toll Roads by connecting the planned link between the 241 Foothill South and the Interstate 5 freeway south of San Clemente.

Paul Hernandez
Chair of Board

Jacquie Ellis
President / CEO

October 25, 2005
Date

October 25, 2005
Date



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Assemblymember.Spitzer@assembly.ca.gov
WEB SITE:
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Assembly California Legislature



TODD SPITZER
ASSEMBLYMEMBER, SEVENTY-FIRST DISTRICT
REPUBLICAN WHIP

COMMITTEES:
HUMAN SERVICES
PUBLIC SAFETY
JOINT COMMITTEE ON:
BOARDS, COMMISSIONS AND
CONSUMER PROTECTION

January 12, 2006

The Honorable Ken Ryan
Chairman
Foothill-Eastern Transportation Corridor Agency
125 Pacifica, Suite 120
Irvine, California 92618

Dear Chairman Ryan,

I am writing to inform you of my support for the Foothill-South project currently being planned by the Transportation Corridor Agency (TCA). Once finished, this completion of the 241 Toll Road will significantly alleviate and curb the high volume of vehicles that currently utilize Interstate 5.

Recent traffic projections indicate that Interstate 5 will soon emulate what is currently being seen on the 91 Freeway, which was recently placed on the list of the most congested freeways in the nation. Without some remediation, mobility in South Orange County will come to a standstill. The completion of the 241 Toll Road is an effective and environmentally responsible answer to South County's impending transportation woes.

As a former member of the Foothill-Eastern Transportation Corridor Agency, I am pleased to support a vital transportation project that has been on the Master Plan of Arterial Highways for twenty years. The approval of the Final Environmental Impact Report by the TCA Board of Directors will mark the beginning of a critical transportation system in South County.

I encourage the entire TCA Board of Directors to approve the Final Foothill-South EIR to ensure the construction of this important infrastructure project.

Sincerely,

TODD SPITZER
Assemblymember, 71st District

TS:ba



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ORANGE CHAMBER OF COMMERCE **RESOLUTION IN SUPPORT OF Foothill South**

WHEREAS, The Orange County business community and residents consistently recognize traffic and congestion as a leading issue; and

WHEREAS, The Transportation Corridor Agencies has successfully planned, financed, constructed and operated 51 miles of Toll Roads in Orange County; and

WHEREAS, For the past 15 years, the publicly-managed and privately-financed Toll Roads have improved and stimulated business activity in Orange County by relieving freeway congestion thereby saving Toll Road commuters an average of 21 minutes per trip; and

WHEREAS, The Transportation Corridor Agencies makes environmental sensitivity their top priority in both the construction and maintenance of the Toll Roads; and

WHEREAS, The Transportation Corridor Agencies preserved more than 2,000 acres of native habitat including: a 50-acre wetland, a 214-acre site of preserved and restored coastal sage scrub, a 21-acre wetland along Bonita Creek and a 1,182-acre conservation area near Coto De Caza to assure a safe environment for deer, coyote, and many bird species including the California gnatcatcher; and

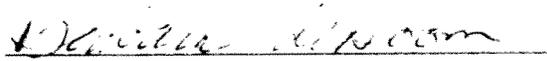
WHEREAS, The Toll Roads improve the quality of life in Orange County by reducing traffic congestion, thereby eliminating an estimated 8.2 million pounds of vehicle emission air pollution annually; and

WHEREAS, Using a conservative estimate of \$12.00 per hour, the Toll Roads save commuters a combined \$345.9 million in business productivity annually; and

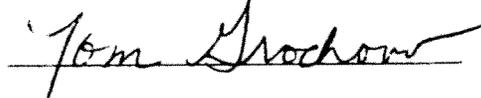
WHEREAS, The Toll Roads alleviate as much as 25% of the traffic congestion on the Orange County freeways and without the Toll Roads, vehicle hours of delay on county freeways and arterial roads would increase by an additional 115,300 hours each weekday;

NOW, THEREFORE, BE IT PROCLAIMED BY THE ORANGE CHAMBER OF COMMERCE, that they take great pride in commending the Transportation Corridor Agencies for their role in alleviating the traffic congestion in Orange County; and

BE IT FURTHER RESOLVED THAT, the Orange Chamber of Commerce endorses the Transportation Corridor Agencies' efforts to complete the Toll Roads by connecting the planned link between the 241 Foothill South and the Interstate 5 freeway south of San Clemente.



Barbara deBoom,
Chief Executive Officer



Chairman of the Board

Date: 1-17-06

DANA POINT



CHAMBER OF
COMMERCE
AND
VISITORS BUREAU

2006

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Foothill/Eastern Transportation Corridor Agency
Chairman of the Board

Re: 241 Toll Road extension

Dear Mr. Chairman:

My name is Kirk Lapple. I have served two terms as Chairman of the Board of the Dana Point Chamber of Commerce (2000 & 2004). I have lived in Dana Point for twelve plus years, and I have practiced law for over fifteen years. I have been asked by the Dana Point Chamber of Commerce to address the Board regarding the Toll Road extension. Although I was present at the January 12th meeting and prepared to address the Board, I was unable to stay into the afternoon due to my schedule. I understand that the Board will be reconvening on the 19th. I request that this letter be distributed to each Board Member.

Last year, the Dana Point Chamber of Commerce Board of Directors unanimously voted to support the Toll Road extension. They have authorized me on behalf of the Chamber's 500 plus members to ask you certify the EIR and adopt the green alignment as it is the most environmentally sensitive.

On a personal note, my commute to and from my office in the Northwest part of the County is 76 miles a day. It takes me an hour each way. I drive the 5, the 405 and the 73 daily. If it were not for the 73 Toll Road my commute would be one-half to an hour longer. My car would be running that much longer, and that would not be environmentally friendly. Traffic on the 5 is bad now, and it is certain to get worse. Accordingly, we also ask that the Board move the project along.

We look forward to the 241 extension.

Thank you.

Kirk Lapple, Esq.
Dana Point Chamber of Commerce
Chairman of the Board (2000 & 2004)

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TRANSPORTATION
CORRIDOR AGENCIES
OFFICE OF THE CEO



**ORANGE COUNTY
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William M. Habermehl
County Superintendent of Schools
Orange County Department of Education

VICE CHAIR, WORKFORCE HOUSING
Larty Buster
Vice President/County Manager
First American Title Company

February 10, 2006

The Honorable Arnold Schwarzenegger
Governor, State of California
State Capitol
Sacramento, CA 92614

Re: Support State Route 241 Completion

Dear Governor Schwarzenegger:

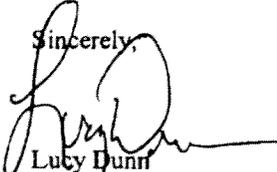
On behalf of the Orange County Business Council (OCBC), we respectfully request that you support the efforts of the Foothill/Eastern Transportation Corridor Agency (TCA) in completing State Route 241. The completion of SR 241 will provide Orange and San Diego Counties with a desperately needed transportation link that will allow our region to increase its mobility, economic competitiveness, and therefore our quality of life.

Last month in your State of the State address, you provided the residents of our county with new hope. California would once again begin to take a leadership role in making sure that we are no longer be held hostage by a few advocates that subscribe to a "build it and they will come" philosophy. You accurately pointed out in your address that "our systems are at the breaking point now... and we need more roads."

You said, "Build it", and we agree.

Appropriate environmental safeguards have been put in place and storm water clean-up basins have been included. The well-planned completion of SR 241 will be paid locally by the toll road users and not by the State. Our regions toll road users have made the choice to pay for transportation enhancements as a way to enhance their quality of life, and their choice should be applauded and supported.

Governor, please do not allow a small group of no-growth advocates to derail the economic vitality of our region. We request your strong leadership and support for the completion of SR 241. Again we say, "Build it!"

Sincerely,

Lucy Dunn
President and CEO


Todd Priest
Vice President
Government & Community Affairs

cc. Secretary Sunne McPeak, Business Transportation and Housing
Secretary Mike Chrisman, Resources Agency
Foothill/Eastern Transportation Corridor Agency

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

February 15, 2006

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

Dear Governor Schwarzenegger:

We are writing to urge you to oppose the Foothill-South Toll Road in Orange County and to find a politically sound and feasible alternative to alleviate traffic problems in Southern California. The backward-looking and outdated toll road fails to implement smart growth principles and seriously compromises several basic policy parameters of the California Senate.

Senate President pro Tem Don Perata recently announced policy measures that the Senate will require to approve a final bond measure. These include (i) smart transportation goals that account for longstanding public priorities and are not side-stopped by local bureaucrats and (ii) protection of our air quality and natural resources. The proposed toll road directly contravenes these policies as it would allow a locally-entrenched bureaucracy, the toll road agency, to build a poorly planned toll road right through the heart of the San Onofre State Park.

The proposed toll road is a 1980s-style traffic solution. The smart growth alternative to building a new transportation corridor is to improve on existing infrastructure, including Interstate-5 and surrounding arterial routes, not to bisect a state park with multiple lanes of concrete. The proposed Toll Road is exactly the type of project that fuels global warming by perpetuating urban sprawl, destroying natural vegetation, and paving over open space. It is imperative that California implement smart growth principles that limit greenhouse gases and promote infill development rather than sprawl, to maximize the economic use and value of our irreplaceable public lands.

Moreover, San Onofre State Beach provides tremendous value to our state and national economies. It is one of California's most visited state parks and attracts in excess of 2.5 million annual visitors. The toll road has a ruinous alignment that would put a massive swath of pavement, over four miles in length, right through the heart of this state park. The financial benefits that result from providing sporting, fishing, camping, surfing, and other recreational activities, as well as attracting tourists from around the world, would forever be lost. Protecting state parks is not only good for the environment, but demonstrates fiscal responsibility by protecting the resources that underpin California's multi-billion dollar coastal tourism and recreational economies.

Governor Schwarzenegger
February 15, 2006
Page 2

The Senate has set forth some very basic, common sense principles. This toll road is antithetical to these sound transportation policies.

If the problem is traffic, the solution is not blind adherence to an outdated toll road model from 1981. It is unacceptable to violate these policies when we have other options for improving traffic conditions that will protect our park lands, limit global warming, and provide greater economic and traffic benefits in the form of smart growth.

Please take immediate action to oppose this proposed toll road, including filing litigation if necessary.

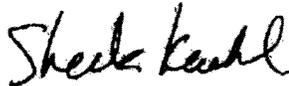
Sincerely,



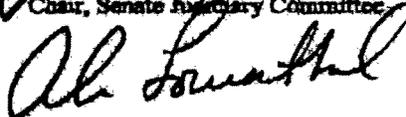
Senator Don Perata
President pro Tempore



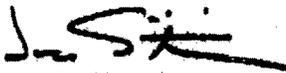
Senator Joe Dunn
Chair, Senate Judiciary Committee



Senator Sheila Kuehl
Chair, Senate Natural Resources Committee



Senator Alan Lowenthal
Senate Transportation Committee



Senator Joe Simitain
Chair, Senate Environmental Quality Committee

Congress of the United States

Washington, DC 20515

February 17, 2006

The Honorable Arnold Schwarzenegger
State Capitol Building
Sacramento, California 95814

Dear Governor Schwarzenegger:

We are writing in support of the Foothill/Eastern Transportation Corridor Agency's proposed route for the 16-mile Foothill-South Project (SR 241). We understand that two members of your Administration recently requested a 30-day extension of the Agency's decision on the project and hope that at the terminus of this review period, your Administration will conclude that the project as recommended, is critical to Orange County's mobility.

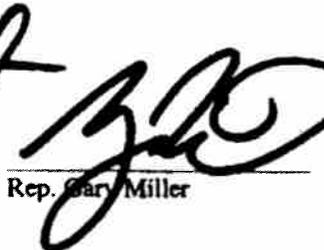
As you know, the final environmental impact report identifies the "green alignment" as the preferred alternative. Several federal resource agencies have made a preliminary determination that the green alignment is the least environmentally damaging, practicable alternative. In addition, TCA has worked with United States Marine Corps Base Camp Pendleton to ensure that the alignment does not interfere with its training mission and maintains the integrity of the agreement made with the Commandant of the Marine Corps in 1988. In addition, federal law created by Congress in 1998 allows a right-of-way transaction to take place between the TCA and Camp Pendleton if certain conditions are met. Furthermore, this Congress provided \$8 million in funding for the construction of Foothill-South in the High Priority Project section of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59).

The Foothill-South Project is the final segment of Orange County's planned 67-mile toll road system of which 51 miles are complete and in operation. The project has been the subject of regional planning efforts since 1981 and we respectfully request that you join us in supporting this significant infrastructure project.

We fully support the Foothill-South green alignment which will accomplish significant traffic relief with the least impacts on the environment and the local communities.

Sincerely,


Rep. Ken Calvert


Rep. Gary Miller


Rep. Dana Rohrabacher


Rep. Darrell Issa


Rep. John Campbell

COMMITTEES:
REVENUE & TAXATION, VICE CHAIR
APPROPRIATIONS
AGING AND LONG TERM CARE

Assembly
California Legislature



MIMI WALTERS
ASSEMBLY REPUBLICAN WHIP
ASSEMBLYMEMBER, SEVENTY-THIRD DISTRICT

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LAGUNA NIGUEL, CA 92677
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FAX (949) 363-2630

February 22, 2006

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

Dear Governor Schwarzenegger:

In response to a letter to you dated February 15, 2006 signed by several members of the Senate Democrat Caucus, we respectfully request that you stand strong in your commitment to improving the State's infrastructure. Their request for your opposition to the critically-needed Foothill-South project is based on misinformation and not "smart growth" principles as they have indicated, but rather "no-growth" principles.

The Transportation Corridor Agencies (TCA) are two joint-powers authorities based in Orange County that were created by the State Legislature in 1986 in order to plan, finance, construct, and operate 67 miles of toll roads in Orange County. The need for the highways and their general routes were defined by the County of Orange ten years prior, but when no state or federal funds were available to build them as free roads an innovative approach to financing infrastructure was officiated. It is ironic that this "locally-entrenched bureaucracy" was created by the State Senate in order to provide a solution to a problem that faced one of California's largest self-help counties.

TCA has constructed and now operates 51 miles of toll roads that have all been through the very extensive CEQA and NEPA processes. With their construction, more than 2,000 acres of permanent open space in Orange County has been preserved. Now, the last 16 miles of the toll road system, known as Foothill-South, are under attack as the CEQA process comes to a close. Not only has the TCA prepared an environmental impact report to CEQA standards, but have worked with federal resource agencies in an unprecedented collaborative process which led to preliminary findings of no jeopardy to species and a least environmentally damaging alternative finding on their "green alignment." This alignment best addresses South Orange County's future transportation needs with the least impact to wetlands and native habitat and avoids taking homes and businesses. Furthermore, as part of the study and preparation of this route, the TCA also worked with the Air Quality Management District and Foothill-South has been named a Transportation Control Measure by the District, which indicates that the road balances both the needs of traffic relief and the environment.

Many claims have been made, including a claim that Foothill-South will lead to urban sprawl. However, traffic is bad now in Southern Orange County and an alternative to the I-5 is already needed. By 2025, traffic will increase by 60% at the Orange County and San Diego County line.

The County of Orange recently approved an amendment to its general plan to allow for 14,000 new homes and commercial businesses. Additionally, some of the newer communities in South Orange County are not yet built out. These new homes are coming and they will bring an increase to traffic. Growth is already occurring in Southern California due to its strong economy and the fact that it is a desirable place to live. The responsible thing to do is plan for growth by providing infrastructure to keep the economy strong.

The proposed route passes through a portion of San Onofre State Beach which is leased from the federal government. TCA is committed to minimizing the impact. No campsites will be removed and the trail to the beach will be intact. Studies have shown that no measurable changes will occur to Trestles Beach, nor its wave breaks. Enhancements to the state park system should be considered and we encourage the Administration to begin meaningful discussions about what can be done.

Finally, the toll road is not a "1980s-style traffic solution." The 1980s were the era of Jerry Brown - this was an era when NO highways were built on the premise that population growth would stop if the State did not build roads - that clearly has not been proven the case. The toll roads in Orange County are a forward thinking and fiscally responsible approach to solving local traffic problems with local solutions. They represent a model of what we in the Legislature should now pursue to address our statewide transportation challenges. Please do what you can to ensure that this project can move forward as planned. As representatives of Orange County, we know that this project is critical for the economic stability of our region.

Sincerely,

Michael Walters

Desk Dekeane

Van Tran

Bob Hoff

Jed Hays

Chuck A. Vora

Lynn Daucher

Ken Harper

Sam Gill

John J. Benoit

Fred Niles

BOC

Rick Keene

Audrey Giddland

Tom Emman

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Kent S. [unclear]
 Keni [unclear]
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 Sharon [unclear]
 Bonnie [unclear]
 G. A. Houston

George A. [unclear]
 Mark [unclear]
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California Building Industry Association

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Diamond Bar

Building Industry Association of Tulare/Kings Counties
Visalia

February 22, 2006

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

Re: 241 Toll Road Foothill South extension project

Dear Governor Schwarzenegger:

On behalf of California homebuilders, represented by the California Building Industry Association (CBIA), I am writing to register strong support for the 241 Toll Road Foothill South extension project in Orange County which is now under review by your Administration.

As you know, the extension project represents the last leg of Orange County's 67-mile successful toll road system. The toll road project has been underway for nearly 30 years as part of the Orange County Master Plan of Arterial Highways and is privately financed.

The toll road system in Orange County is operated by the Transportation Corridor Agencies (TCA), which are responsible for the planning, financing and building the toll roads. The Agencies are run by a board of directors ("the Board"), comprised of elected officials from Orange County and the cities surrounding the toll road. The Board is in the final stages of approving the extension project.

CBIA understands and commends your recent efforts to explore alternative routes for the toll road at its southernmost end, due to the potential impact on state parkland. I have been in contact with both Secretary Chrisman and Secretary Wright McPeak and am aware of the exhaustive effort that's been made to satisfy the multitude of interests surrounding this project. I was also informed that no practical alternatives were found.

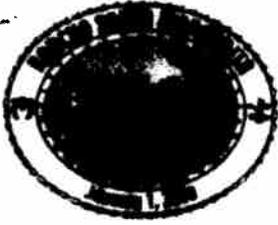
Governor Schwarzenegger, the 241 toll road extension project represents a significant transportation improvement for the region and enjoys broad support. CBIA is pleased to add its name to the list of those backing the extension and is hopeful it will move forward soon.

Very sincerely yours,

Timothy L. Coyle
Senior Vice President

cc: Honorable Mike Chrisman, Resources Agency
Honorable Sunne McPeak, Business, Transportation and Housing Agency
Susan Kennedy, Office of the Governor
Honorable Fred Aguiar, Office of the Governor

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CITY OF RANCHO SANTA MARGARITA

February 23, 2006

Mayor

James M. Thor

Mayor Pro Tempore

L. Anthony Beall

Council Members

Neil C. Blais

Gary Thompson

Jerry Holloway

City Manager

Steven E. Hayman

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

Subject: Resolution supporting the completion of the 241 Toll Road

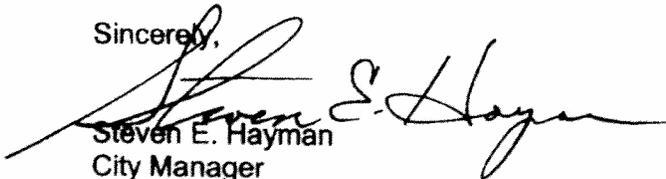
Honorable Governor Schwarzenegger:

In support of the numerous hours of work, involvement and dedication of the Transportation Corridors Agency (TCA), the City of Rancho Santa Margarita adopted Resolution 06-02-22-01, supporting the completion of the 241 Toll Road with the "Green" Alignment, which avoids homes and businesses, avoids sensitive native habitat and wetlands, and provides an alternative to Interstate 5 that addresses the future traffic needs in south Orange County. Attached is a copy of the Resolution for your information and records.

The City strongly supports the TCA in their efforts to provide responsibly planned and environmentally sensitive transportation options. This development is essential to the continued fiscal well-being of the region and our ability to provide adequate services to our citizens.

The City of Rancho Santa Margarita would like to extend its appreciation to the TCA and urges your support of this pivotal project.

Sincerely,


Steven E. Hayman
City Manager

cc: Transportation Corridor Agency
Senator Dick Ackerman
Assemblyman Todd Spitzer
League of California Cities
League of California Cities Orange County Division
Orange County Cities

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RESOLUTION NO. 06-02-22-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, SUPPORTING THE COMPLETION OF THE 241 TOLL ROAD WITH THE "GREEN" ALIGNMENT, WHICH AVOIDS HOMES AND BUSINESSES, AVOIDS SENSITIVE NATIVE HABITAT AND WETLANDS, AND PROVIDES AN ALTERNATIVE TO INTERSTATE 5 THAT ADDRESSES THE FUTURE TRAFFIC NEEDS IN SOUTH ORANGE COUNTY.

WHEREAS, the Foothill Transportation Corridor (241 Toll Road) was placed on the Orange County Master Plan of Arterial Highways in 1981; and

WHEREAS, the Foothill/Eastern Transportation Corridor Agency and the San Joaquin Hills Transportation Corridor Agency have successfully planned, financed, constructed and operate 51 miles of Toll Roads in Orange County; and

WHEREAS, a portion of Foothill Transportation Corridor (241 Toll Road) opened in the City of Rancho Santa Margarita in April 1993, providing a high-speed connection for Rancho Santa Margarita Residents and businesses to central and northern Orange County; and

WHEREAS, the Transportation Corridor Agencies pay attention to environmental issues and work to balance the need for transportation options with the responsibility of being sensitive to the environment; and

WHEREAS, the Transportation Corridor Agencies preserved more than 2,000 acres of native habitat, including the 1,182-acre Upper Chiquita Conservation Area located adjacent to the south-east boundary of the City of Rancho Santa Margarita; and

WHEREAS, commuters who use the Foothill Transportation Corridor (241 Toll Road) can pay their toll with cash or electronically with a FasTrak transponder; and

WHEREAS, Rancho Santa Margarita residents and businesses have more than 17,700 FasTrak accounts; and

WHEREAS, the location for the final 16 miles of Orange County's toll road system, which will extend the 241 Toll Road from where it ends at Oso Parkway to Interstate 5 near San Clemente, has been studied for 20 years; and

WHEREAS, the Draft Subsequent Environmental Impact Report, which analyzed six toll road options and two non-toll road options was released for a 90-day public review period in May 2004; and

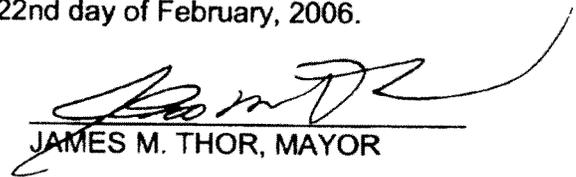
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WHEREAS, the Final Subsequent Environmental Impact Report was released on December 6, 2005, with a recommendation that the "Green" alignment was the Least Environmentally Damaging Practicable Alternative because it would reduce traffic on Interstate 5, avoid taking homes and businesses, avoid the sensitive wetlands, allow for safe wildlife movement to the Cleveland National Forest; and

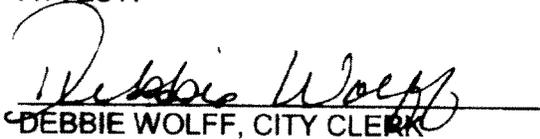
WHEREAS, Transportation is a critical issue for the quality of life and economy in Rancho Santa Margarita.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Rancho Santa Margarita hereby supports the completion of the 241 Toll Road with the "Green" alignment, which avoids homes and businesses, avoids sensitive native habitat and wetlands, and provides an alternative to Interstate 5 that addresses the future traffic needs in South Orange County.

PASSED, APPROVED AND ADOPTED this 22nd day of February, 2006.


JAMES M. THOR, MAYOR

ATTEST:


DEBBIE WOLFF, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE)
CITY OF RANCHO SANTA MARGARITA)

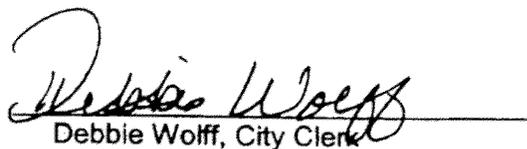
I, Debbie Wolff, City Clerk of the City of Rancho Santa Margarita, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 06-02-22-01 adopted by the City Council of the City of Rancho Santa Margarita, California, at a regular meeting thereof, held on the 22nd day of February, 2006, by the following vote:

AYES: City Council Members Blais, Holloway and Thompson, and Mayor Pro Tempore Beall and Mayor Thor

NOES: None

ABSENT: None

ABSTAIN: None


Debbie Wolff, City Clerk