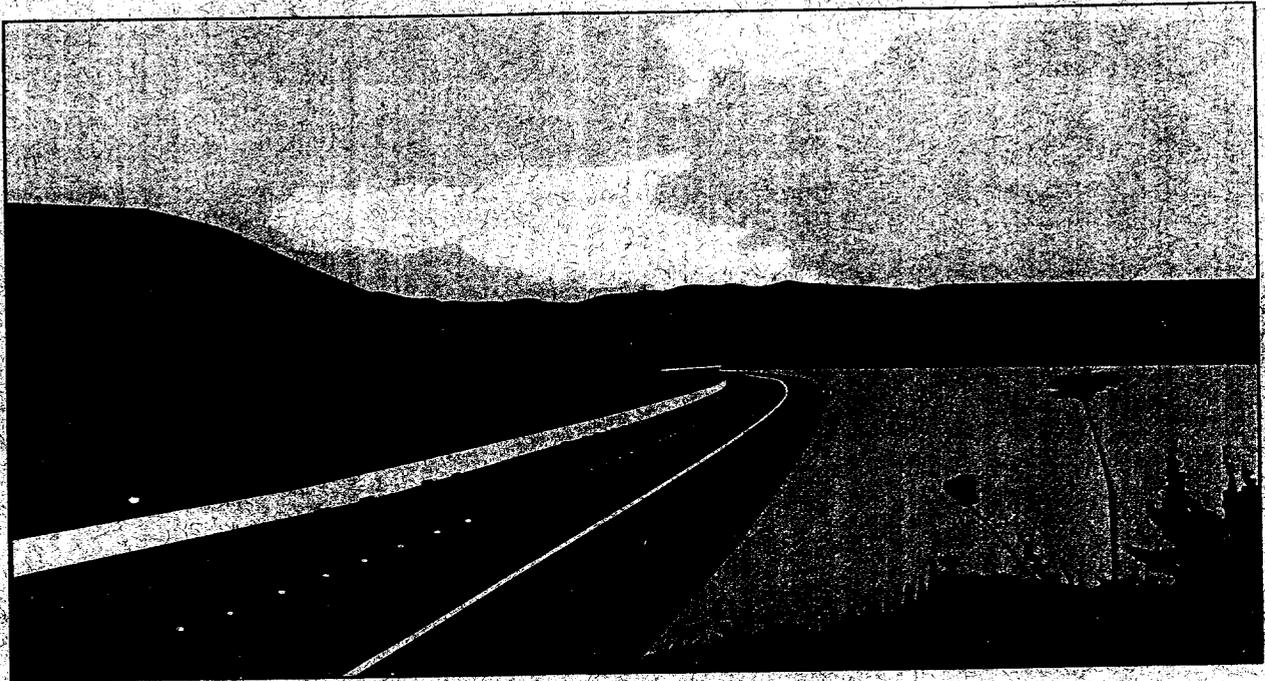


**South Orange County
Transportation Infrastructure
Improvement Project (SOCTIIP)**

Foothill-South

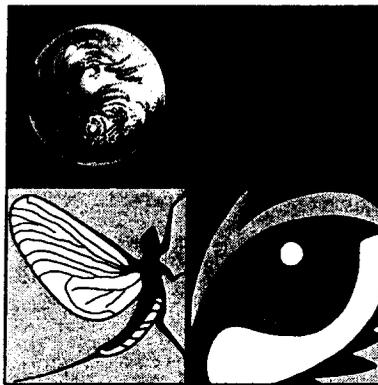
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Response to Comments

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**REVIEW OF BIOLOGICAL RESOURCES ANALYSIS
IN
SOCTIIP
DRAFT ENVIRONMENTAL IMPACT STATEMENT/SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT**



**CONSERVATION
B I O L O G Y
I N S T I T U T E**

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INTRODUCTION

This review pertains to biological resources analyses in the Transportation Corridor Agencies and Federal Highway Administration Joint Draft Environmental Impact Statement and Supplemental Environmental Impact Report ("EIS/SEIR") for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP).

Qualifications of Commentators

The Conservation Biology Institute (CBI) is a nonprofit research and planning institution that does applied biological research and provides scientific guidance and review for habitat conservation plans, endangered species recovery plans, and other efforts to conserve biological diversity. Dr. Wayne Spencer is an ecologist and conservation biologist with CBI with more than 20 years experience in applied biological research and consulting, including 12 years involvement in conservation planning, biological analyses, and environmental impact assessment in southern California. Dr. Spencer has direct research experience with many habitats, species, and issues of particular concern in this project, including habitat fragmentation, wildlife corridors, and road impacts on wildlife populations (see for example, Beier et al., In Press). Among these various studies, Dr. Spencer has served as Principle Investigator for research to aid recovery of the critically endangered Pacific pocket mouse (*Perognathus longimembris pacificus*), one species of particular concern with this project.¹

Robert Hamilton has more than 15 years experience as a full-time consulting biologist in Orange County. He has prepared and reviewed numerous biological technical reports and biological sections of CEQA documents, and has many years of field experience surveying and studying populations of rare plant and animal species in Orange County. Mr. Hamilton coauthored *The Birds of Orange County, California: Status and Distribution* (Hamilton and Willick 1996). From 1996 to 2001 he served on the Technical Advisory Committee for the Nature Reserve of Orange County, which administers the Natural Communities Conservation Plan's open space reserve system for Central and Coastal Orange County. The qualifications of Dr. Spencer and Mr. Hamilton are further detailed in the attached Curricula Vitae.

¹ The Pacific Pocket Mouse Studies Program was funded by the Foothill/Eastern Transportation Corridor Agency, 1998-2001; related studies were funded by U.S. Fish & Wildlife Service, California Department of Fish and Game, and Marine Corps Base Camp Pendleton (Spencer et al. 2000a, 2000b, 2001; Spencer In Press, Swei et al. 2003).



OVERVIEW OF MAJOR EIS/SEIR DEFICIENCIES

The EIS/SEIR does not adequately analyze the SOCTIIP project's potential biological impacts. The document fails to address numerous sensitive species that occur, or potentially occur, in the study area (e.g., golden eagle, long-eared owl, southern grasshopper mouse), and its analyses of impacts to the critically endangered Pacific pocket mouse are hopelessly inadequate. Conclusions concerning the extent and significance of impacts to sensitive species, including the potential to jeopardize the continued existence and recovery of threatened or endangered species, or to extirpate populations of plants or wildlife from the region, are unsupported and often conflict with the best scientific information.

O21-220

Fragmentation impacts are presented in such a cursory manner as to prevent reasonable evaluation of project impacts or to compare relative impacts among alternatives. This superficial treatment fails to reveal substantial differences among alternatives in the nature and degree of their impacts. In particular, the presentation obscures the fact that any of the three Far Eastern Corridor (FEC) Alternatives would have substantially greater impacts on biological resources than would the other alternatives.

O21-221

The EIS/SEIR's assessment of cumulative impacts repeatedly alludes to the expected mitigating effects of the still-unfinished Southern Orange County Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The EIS/SEIR is less forthcoming in acknowledging that certain SOCTIIP Alternatives—particularly the FEC Alternatives—violate basic NCCP reserve-design guidelines, meaning that their implementation would undermine future efforts to develop and implement a successful NCCP/HCP.

O21-222

Proposed mitigation for impacts is vague, ineffective, and deficient. The EIS/SEIR calls for several measures to be developed later, in a Biological Resources Mitigation Plan (BRMP) that would not be subject to public review. Mitigation sites generally are not identified and conceptual plans are not specified, the public has no opportunity to review and comment on the appropriateness of any mitigation sites or any restoration plans that may eventually be developed. Where performance standards are specified, the measures fail to identify appropriate corrective actions if those standards are not achieved.

O21-223

SPECIFIC COMMENTS ON EIS/SEIR

I. Failure to Analyze Impacts to All Potentially Affected Sensitive Biological Resources

The EIS/SEIR fails to acknowledge or to adequately assess impacts of various corridor alignments on numerous species of concern in the region. A common assumption throughout the impact analyses is that if the EIS/SEIR consultants did not observe a given species actually within the grading limits of a given alignment, then grading of that alignment would have no direct impact to that species. There is no biological justification for attempting to make such fine-scale distinctions in this planning document. This is because wildlife species tend to be mobile, and their populations fluctuate from season to season and year to year. As

O21-224



a result, even extensive surveys are unlikely to reveal the full extent of habitat usage for a given species in a given area. This is particularly true for inconspicuous, cryptic, nocturnal, wide-ranging, and otherwise highly mobile species. Numerous species putatively absent from one or more SOCTIIP alignments could suffer direct impacts to occupied or potentially suitable habitat, with possible harm to individuals or populations, despite a lack of detections within limits of grading. Direct impacts should be assessed by the most reliable sets of measures for each particular species, including acres of suitable or occupied habitat.

O21-224

The following examples are not intended to be exhaustive, but describe these deficiencies for a few species we are aware of that are not adequately addressed in impacts or mitigation. Following these discussions is a list of additional sensitive taxa that the EIS/SEIR should have addressed.

A. Pacific Pocket Mouse

The Pacific pocket mouse was emergency listed by the U.S. Fish and Wildlife Service (USFWS) as Endangered in 1994. It is also listed as "Critically Endangered" by the IUCN on its Red List of worldwide-endangered species (<http://www.iucnredlist.org/>). Critically Endangered is the highest threat rating (short of "Extinct in the Wild") on the IUCN Red List. It means "facing an extremely high risk of extinction in the wild in the near future."

O21-225

The known range of the Pacific pocket mouse consists of four occupied sites scattered along 25 miles of coastline between Marine Corps Base Camp Pendleton in northern San Diego County and Dana Point in southern Orange County (Spencer In Press). The species is an extreme habitat specialist, living only on very fine loamy sands with sparse vegetation within 3 or 4 miles of the coast (Spencer In Press). One occupied site, referred to as San Mateo North, is within the project area and *immediately* adjacent to (if not within) the FEC alignments near their junctions with Interstate 5.

Pocket mice at this site may or may not currently interbreed with individuals at a second site (San Mateo South) about 1 mile east of FEC alignments. It is uncertain whether San Mateo North and South should be treated as a single population, although these sites, separated primarily by agricultural fields in the San Mateo Valley, represent two fragments of what was once undoubtedly a much larger, more continuous population occupying fine sandy soils near the mouths of San Mateo and San Onofre Creeks (based on locality descriptions for specimens at San Diego Natural History Museum and San Bernardino Natural History Museum, 1903 to 1931, as well as intensive habitat studies and habitat modeling efforts—Spencer et al. 2001, Spencer In Press, USFWS unpublished data). Genetic analyses of all extant Pacific pocket mouse populations suggest that individuals at these two sites are closely related, further supporting that they were in the past, and may still be now, two portions of one interbreeding population (Swei et al. 2003). Thus the FEC alignments would fragment what may be one of only three or four remaining population of this critically endangered species, preventing potential interbreeding between San Mateo North and South, and potentially precluding recovery of the species.

O21-226



These facts are well known to the Foothill/Eastern Transportation Corridor Agency, which funded a series of studies on this species (not cited in the EIS/SEIR documents) due to these concerns (Spencer et al. 2000a, 2000b, 2001). Nevertheless, the EIS/SEIR impact analysis glosses over or ignores this and other important information to reach the unsupportable conclusion that, for the FEC alignments, "...impacts to the Pacific pocket mouse (PPM) have been *completely* avoided by shifting the alignments away from the PPM habitat and limiting the grading in the area by use of retaining walls" (emphasis added).

O21-227

This conclusion defies reason. It seems based only on the *apparent* avoidance of direct construction impacts in occupied habitat, even though the documents later acknowledge, very superficially, "long-term impacts could occur to...Pacific pocket mouse," and "[the FEC alignments] could result in indirect impacts to the species due to noise, lighting, and other edge effects." Nevertheless, the documents conclude there are no significant impacts of any alignments on Pacific pocket mouse, a conclusion seriously flawed on several grounds:

1. The argument that construction will not directly affect occupied Pacific pocket mouse habitat is unconvincing and biologically unsupportable. The EIS/SEIR states on Page 4.21-63, "grading limits of the [FEC] Alternatives would narrowly avoid the known population of Pacific pocket mouse (which ranges from *immediately adjacent* to the grading limits...)" (emphasis added). The limits of occupied habitat for Pacific pocket mouse were apparently established by mapping the precise points at which individual mice entered live traps during surveys. However, a number of messy facts interfere with this overly precise delineation, including: (1) not all mice enter traps, and (2) animals move—they live within home ranges, not on top of points. Animal home ranges, and the extent of habitat occupied by a population, expand, contract, or shift over time in response to seasons, vegetation succession, disturbances, population fluctuations, and plain old chance. Consequently "occupied habitat" is notoriously difficult to delimit with any precision, which is why biologists generally buffer animal observation points or use statistical models to interpolate likely areas of occupancy based on observation points—especially for cryptic species like Pacific pocket mouse. Based on years of experience studying this and related species, and based on site-specific experience in this particular location, Dr. Wayne Spencer is certain that Pacific pocket mice have lived in the recent past—and may still live—in areas that would be directly impacted by construction of FEC alignments, whether or not mice were actually trapped within FEC grading limits during consultant surveys.
2. Determining the significance of impacts on a species should rest on the actual, functional effects of the project on individuals and populations of the species, not on a falsely precise delineation of direct grading impacts to observation points. The San Mateo North population of Pacific pocket mouse, the fate of which is critical to recovery goals for the species for genetic and other reasons, is constrained on the north by existing development (golf course and housing). However, potentially suitable habitat exists immediately north, south, and east of the mapped occupied area, including areas within the limits of grading for FEC alignments. The recovery strategy for this species demands increasing the extent of occupied habitat at extant sites (Spencer et al. 2000a, In Press). Indeed, habitat improvement efforts (e.g., a

O21-228

O21-229



controlled burn in 2001) have been performed at the San Mateo North site in attempt to increase the amount of occupied habitat in support of species recovery (the area of occupancy may be limited by overly dense vegetation; Spencer et al. 2001, Spencer In Press). Walling this population into a narrow wedge of *currently suitable* habitat between existing development and a new roadway would clearly doom this tiny, isolated population due to direct effects to potential (and possibly occupied) habitat and severe indirect effects on the population, which are ignored in the EIS/SEIR. In particular, inbreeding depression and demographic stochasticity due to restricted population size will eventually extirpate a population constrained in this manner. These impacts would be exacerbated by the greatly reduced potential for countering adverse effects with habitat improvements or habitat expansion at this site.

O21-229

3. As alluded to above, maintaining potential genetic interchange between the San Mateo North and San Mateo South populations is essential to species viability and recovery, in part because these populations may have some genes not shared with other Pacific pocket mouse populations (Swei et al. 2003). Maintaining the full, extant, genetic diversity of the species is a primary recovery criterion (USFWS 1998). Although the current level of interchange between the two populations is uncertain, building any of the FEC alignments would preclude attempts to improve connectivity between these two populations. A multi-lane toll road would represent a complete barrier to dispersal unless some yet untested mitigation measure—such as a suitably vegetated wildlife overpass coupled with habitat restoration—could prove successful. As discussed in more detail below, the proposed mitigation of siting an underpass for Pacific pocket mice “somewhere” in the vicinity is completely untested and uncertain to provide any benefits to the species, even if a suitable location could be found.

O21-230

In summary, direct and indirect impacts of any FEC alignments on Pacific pocket mouse are clearly significant to this critically endangered species. These alignments would likely preclude attainment of any of the seven Recovery Criteria established to down-list or delist the species (USFWS 1998). It is difficult to see how impacts that would appear to trigger a “jeopardy” opinion under the Endangered Species Act would not be considered significant under CEQA or NEPA. Such impacts would be unmitigable by any known means.

O21-231

B. Golden Eagle

A pair of golden eagles has been nesting in the San Mateo Canyon Wilderness for many years. As documented by raptor researchers at the Wildlife Research Institute (Bittner 2001), approximately seven out of every 10 foraging trips by these resident eagles is toward the west, and grasslands on and near Ranch Mission Viejo—including as far west as Cristianitos and Trampas Canyons—comprise important foraging areas for this pair. The pair has been observed flying as far as Trampas Canyon with newly fledged young. Bittner (2001) concluded that “loss of this hunting area to the eagles would...affect their ability to successfully fledge young and will eventually lead to the loss of this golden eagle breeding pair altogether.”

O21-232



Impacts to golden eagle foraging habitat should be quantified for each SOCTIIP Alternative. The impacts of Alternatives that would reduce the foraging range of this pair of eagles (i.e., all of those with alignments not fully west of Trampas and Cristianitos Canyons) should be considered significant, as they will likely result in loss of this sensitive species from the study region.

O21-232

C. Long-eared Owl

The SOCTIIP NES characterizes the long-eared owl, a California Species of Special Concern, as a rare resident of Orange County, with only 18 extant breeding territories. Page 5-144 of the NES reports a minimum 55% decline in this species' population in southwestern California, and states:

One adult was observed in lower Cañada Chiquita approximately 1.6 kilometers (1.0 mile) north of San Juan Creek, while another was captured in the center of Cañada Chiquita, indicating that the canyon is used for foraging (Bloom, pers. obs.). During years of high prey abundance, Cañada Chiquita may support some nesting activity. No long-eared owl nesting habitat exists south of Ortega Highway. Potential foraging habitat occurs throughout much of the survey area.

O21-233

In the 1980s and early 1990s, long-eared owls were documented nesting in oak woodlands throughout the SOCTIIP study area, including numerous records from Cañada Gobernadora, Christianitos Canyon, Gabino Canyon, and La Paz Canyon (Bloom 1994). The EIS/SEIR fails to mention the records from Cañada Gobernadora and appears to be in error in stating "No long-eared owl nesting habitat exists south of Ortega Highway." Unless it can be shown that this owl has disappeared from most of the SOCTIIP study area during the past decade, the document is deficient in failing to properly analyze the SOCTIIP project's potentially significant adverse effects on this species, and in failing to identify appropriate mitigation measures for those impacts.

D. Additional Sensitive Species Not Addressed in the EIS/SEIR

The Thresholds of Significance specified in Section 7.13.1 state that impacts to threatened and endangered species will individually or cumulatively be considered significant if they:

Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game (CDFG) or the United States Fish and Wildlife Service (USFWS).

O21-23

The SOCTIIP study area provides potentially suitable habitat for numerous sensitive species that occur in southern coastal Orange County, but which are not addressed in the EIS/SEIR's impact analysis. Please specify (a) whether any of the following sensitive species may potentially occur in the SOCTIIP study area, and (b) whether any of the various SOCTIIP Alternatives would have potentially significant impacts on any of these species:

- south coast garter snake (*Thamnophis sirtalis* ssp.)



- northern harrier (*Circus cyaneus*) | O21-235
- white-tailed kite (*Elanus leucurus*) | O21-236
- merlin (*Falco columbarius*) | O21-237
- burrowing owl (*Athene cunicularia*) | O21-238
- tricolored blackbird (*Agelaius tricolor*) | O21-239
- California leaf-nosed bat (*Macrotus californicus*) | O21-240
- Townsend's western big-eared bat (*Corynorhinus townsendii townsendii*) | O21-241
- spotted bat (*Euderma maculatum*) | O21-242
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) | O21-243
- Dulzura pocket mouse (*Chaetodipus californicus femoralis*) | O21-244
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) | O21-245
- San Diego desert woodrat (*Neotoma lepida intermedia*) | O21-246
- southern grasshopper mouse (*Onychomys torridus ramona*) | O21-247
- American badger (*Taxidea taxus*) | O21-248

II. Fragmentation Impacts Analysis is Inadequate

Habitat fragmentation is perhaps the single most important class of impacts to biological resources for various corridor alignments. It is therefore surprising that the EIS/SEIR presents no meaningful factual analysis of these effects or how they compare among the various alternatives. The "analysis" presented is simply a poorly organized table of acreages of vegetation communities falling either west or east (to an arbitrary, political boundary) of each alignment. This is biologically meaningless as presented, and is organized in a way that obscures any direct or meaningful comparison of alignments. This is just one of many examples where the EIS/SEIR buries the reader in voluminous text and numbers instead of presenting the actual impacts of each alternative in a coherent manner that would facilitate meaningful comparisons among them. O21-249

A legitimate fragmentation analysis would present factual evidence and biological reasoning in attempt to answer, for each species or guild of interest (e.g., small mammals, large mammals, amphibians, reptiles), the potential effect of each alignment on the continued viability of species or other resources on either side of the alignment. The proper approach would be to evaluate separately for each species or guild the amount of contiguous, suitable habitat lying east and west of each alignment, and to assess likely persistence of populations on either side (with or without functional wildlife corridors to facilitate movement between the two sides). Note that the political boundary between Riverside and Orange Counties has no bearing on this question. Note also that the amount of available habitat on either side will differ by species or guild, because not all vegetation communities (or other habitat characteristics) are used equally by all species. The size of habitat blocks necessary to support populations of each will also vary; e.g., mountain lions require tens of thousands of connected acres to sustain a population over at least the short term (Beier 1993), whereas small mammal communities may persist on hundreds of acres. O21-250

This analysis should also reveal what "movement corridors" (highway undercrossings) are likely to be used by each species (or guild) and whether this will *functionally* connect populations on either side of the alignment. This requires a spatially explicit analysis by O21-251



biologists capable of evaluating habitat suitability, species movement needs, crossing types, and related issues. A simple accounting of vegetation acreages on either side of an alignment reveals essentially nothing about ultimate fragmentation effects on any species of concern. Please also note that, as has been repeatedly documented in the scientific literature, wildlife corridors are species-specific habitat features, and that road crossing improvements designed to accommodate wildlife must be designed with this in mind (e.g., Clevenger and Waltho 1999, Clevenger et al. 2001, Ng et al. 2004). The SOCTIIP EIS/SEIR frequently alludes to using “culverts” to facilitate wildlife crossings, but culverts are not used by many of the species of concern.

O21-25

We illustrate the recommended approach with one species of interest: mountain lion. Beier (1993) determined from careful, site-specific population studies and modeling that any further fragmentation of the large, contiguous block of habitats associated with the Santa Ana Mountains would probably lead to extirpation of lions from this region. Indeed, the current size of the contiguous habitat block stretching from currently urbanized portions of Orange County to Oceanside (San Diego County) and Temecula (Riverside County) is at the lower extreme of the area necessary to demographically sustain a mountain lion population without constant replenishment by dispersal from other core population areas (Beier 1993). The habitats in southern Orange County are extremely important to maintaining this regional lion population, due to high value habitat for prey species, like mule deer. Beier (2002, in litt.) characterized the area between San Juan Creek and San Mateo Creek (the so-called “southeast quadrant” of Rancho Mission Viejo) as:

O21-252

“...core mountain lion habitat...It provides the best deer habitat in the mountain range and secure denning sites for puma, and is therefore essential to the maintenance of this top predator in the ecosystem. Fragmentation of this core habitat with roads and housing development...would have serious consequences for the mountain lion population.”

Given ongoing development pressures in the western part of the study area, relative to the preserved status for large blocks of habitat to the east (including the Cleveland National Forest and numerous public and private reserve areas), habitat value of more westerly portions of the study area is already being degraded. Any major new transportation corridor is likely to make remaining habitat west of it essentially incapable of supporting mountain lions. Functionally then, western alignments (e.g., CC and AIO) will have far less impact on regional lion populations than will eastern alignments, because, although they will incrementally reduce the carrying capacity of the region for lions, they leave a larger block of contiguous core habitat to the east to aid species persistence. Eastern alignments make larger areas uninhabitable, and significantly reduce the size and quality of the eastern core area. Eastern alignments may well reduce this core habitat to the point where it can no longer support a viable lion population, either east or west of the alignment (based on findings of Beier 1993).

O21-253

The AIO alignment uses existing arterial roadways, which have already fragmented the area to a degree, at least partially isolating populations on either side and contributing to increased lion mortality. Areas west of the AIO alignment are undoubtedly already degraded and

O21-254



continuing to decline in their ability to support certain species of interest. The incremental fragmentation effect of increasing traffic capacity on these existing roads is therefore far less than that of constructing a new major roadway farther to the east. The analysis presented in the EIS/SEIR fails to adequately address these differences, obscuring meaningful evaluation of fragmentation effects.

O21-254

III. Indirect Impacts are Not Adequately Analyzed

The EIS/SEIR makes no attempt to quantify, or even fully disclose qualitatively, the nature and extent of indirect impacts of road corridors. Roads cause increased invasions by exotic weeds and other edge effects, direct mortality via road kill, disruption of natural migration or movement patterns, interference with species communication, changes in water runoff and flow patterns, and air, water, and soil pollution (Trombulak and Frissell 2000, Forman and Deblinger 2000, Jones et al. 2000, Reijnen et al. 1997). During Beier's (1993, 1995) study of mountain lions in the Santa Ana Mountains, vehicles killed 33 percent of the population, including four lions killed at one road crossing during a 2-year period. Horn et al. (1993) predicted that planned roads in Orange County would help to complete the already partial isolation of existing reserves, leading to further species extinctions in the region.

O21-255

Moreover, accumulating scientific evidence is making it possible to quantify the width of "road-effect zones" for impact assessment. Measured road-effect zones range from a few meters for certain types of effects along little-used roads, to many kilometers from larger roads, depending on the type of impact (e.g., noise, pollutants, exotic species invasions, population reductions due to roadkill, reductions in breeding due to disturbance), the nature of the resources at issue (e.g., wide-ranging mammals, local breeding bird populations), and site-specific attributes (e.g., topography, vegetation).

O21-256

Although numerous assumptions are required, it is possible to reasonably measure or estimate how far indirect impacts extend from newly constructed roads. Such measurements exist for a variety of edge effects (e.g., distances that noise, light, pollutants, and exotic species extend from roads). For example, Forman and Deblinger (2000) measured road effects to biological resources along a four-lane highway in Massachusetts. They found that effects for all measured factors extended more than 100 m from the road, with some effects extending more than 1 km from the road (changes in moose movements, road avoidance by grassland birds, and chemical effects in waterways). The overall road-effect zone averaged about 600 m wide along the 25-km roadway. In a study that estimated the cumulative effect of all roads in the United States, Forman (2000) used adverse influences on sensitive bird species to estimate road-effect zones for primary roads of 305 m for 10,000 vehicles/day in woodland, 365 m for 10,000 vehicles/day in grassland, and 810 m for 50,000 vehicles/day in natural ecosystems in urban areas. Although such estimates entail assumptions and uncertainties, an objective analysis of indirect impacts on the sensitive species and resources along SOCTIIP Alternatives should at least attempt to roughly estimate such effects with clearly stated assumptions, and to then (a) evaluate the magnitude of potential adverse effects associated with each Alternative, and (b) determine appropriate mitigation. It appears from the studies cited here, along with traffic volume projections for various alignments, that SOCTIIP impacts should be expected to adversely affect sensitive species at least 600 m, and

O21-257



probably more than 1 km, either side of alignments. The EIS/SEIR should incorporate this quantified measure of impacts into its comparisons between the various Alternatives, and into the proposed mitigation measures.

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IV. Cumulative Impacts are Not Adequately Analyzed

The analysis of cumulative impacts in Section 5 considers a reasonable and appropriate range of past, present, and anticipated future projects. Most important among these projects are the massive Rancho Mission Viejo “Ranch Plan”—which proposes construction of approximately 14,000 residential units plus associated roads and infrastructure—and the Southern Orange County NCCP. The NCCP program is a cooperative effort between the State of California, private landowners, and other governmental entities, which takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program’s goal is to designate regional reserves to protect a wide range of species while allowing compatible land uses to occur in the reserves and appropriate growth and economic development outside the reserves. As described on Page 1-9 of the EIS/SEIR, “The reserve design will attempt to preserve the most biologically rich areas in the subregion while identifying those areas suitable for development.”

O21-258

Together, the SOCTIIP, Ranch Plan, and other development projects will have significant adverse effects on numerous sensitive species, and on habitat continuity, in southern Orange County and the larger region. The only viable strategy for mitigating the cumulative impacts of these projects is to preserve large expanses of contiguous, high-value habitats and to then manage them so as to preserve biodiversity over the long term. Since the Southern Orange County NCCP/HCP is designed to accomplish these goals, it is perhaps to be expected that the EIS/SEIR repeatedly alludes to potential or expected mitigating effects of the NCCP/HCP. As detailed below, however, this approach has serious flaws.

A. EIS/SEIR Misrepresents the Southern Orange County NCCP’s Status

At Page 5-6, the EIS/SEIR states:

The primary undeveloped area in the South NCCP subregion is the RMV property, which is why the NCCP is being developed and concurrently processed with the RMV development proposal.

O21-259

This statement is false. Development of the Southern Orange County NCCP/HCP has stalled in recent years while the SOCTIIP and Ranch Plan projects have continued to move forward. At a very basic level, there is no assurance that a viable NCCP/HCP will ever be developed, approved, or implemented.

B. SOCTIIP and Other Projects Compromise the Southern Orange County NCCP Reserve Design Process

A second problem is that the Southern Orange County “reserve design” will not be arrived at by examining the big picture and applying the NCCP’s planning principles and guidelines in order to “preserve the most biologically rich areas in the subregion while identifying those areas suitable for development.” Instead, an eventual reserve system would merely consist of

O21-260



the lands left over after the various development projects gain their approvals. For example, the SOCTIIP project's FEC Alternatives propose constructing a major roadway through the Donna O'Neill Land Conservancy, a biologically rich area that NCCP planners would not identify as "suitable for development." Thus, if development and processing of the NCCP/HCP were to eventually resume, the reserve design may be so compromised as to preclude its approval and/or successful implementation. For this reason, it is problematic for the SOCTIIP EIS/SEIR to propose various Alternatives that violate basic tenets of NCCP reserve design while suggesting that the NCCP/HCP is likely to offset those impacts.

O21-260

C. Lack of an Existing NCCP/HCP Hinders the EIS/SEIR's Assessment of Habitat Connectivity Issues

At Page 5-35, the EIS/SEIR notes:

The South Subregion NCCP/HCP has not been released for public review; therefore, the Habitat Reserve design and the Adaptive Management Program are not available to assess habitat connectivity in the context of that information.

O21-261

In order for the SOCTIIP project to be analyzed in the context of this important information, the NCCP/HCP project would have to be processed concurrently with (or ahead of) the SOCTIIP and Ranch Plan projects.

D. EIS/SEIR Relies on Future NCCP/HCP to Address Problems Resulting from SOCTIIP Project

At Page 5-35, the EIS/SEIR states (emphasis added):

It seems reasonable to expect, however, that this level of build out would increase the dependence of larger and more mobile wildlife on undercrossings and bridges in the area, and more dramatically impact local habitat continuity for a range of both common and sensitive smaller vertebrates. It is also likely that indirect impacts (e.g., human disturbance, increased predation and disturbance from pets, lighting and noise) to these remaining wildlife corridors would be chronic and would likely seriously degrade the habitat value along the periphery of the development areas. **These impacts are expected to be reduced by the South Subregion NCCP/HCP.**

O21-262

Since the EIS/SEIR here acknowledges that a viable NCCP/HCP program is needed to help alleviate "chronic" and "serious" habitat degradation in the areas that will ultimately be preserved, it follows that the SOCTIIP project should not be planned and authorized until the NCCP/HCP planning process is completed. A current project cannot rely on an uncertain future project to mitigate its contributions to cumulatively significant impacts to biological resources.



E. Some SOCTIIP Alternatives Violate NCCP/HCP Reserve Design Principles and Recommendations

The science advisors responsible for recommending methods for establishing a successful Southern Orange County NCCP/HCP have set forth several “reserve design principles and recommendations”²:

Reserve design should seek, in order of priority:

1. Continuity within habitat
2. Connectedness
3. Proximity

Reserve design should strive to maintain the contiguity of large intact habitat blocks and not fragment them internally.

In contrast to these principles, at Page 5-35 the EIS/SEIR states:

Of the SOCTIIP Alternatives, the FEC-M, FEC-W and A7C-FEC-M Alternatives would result in the greatest habitat fragmentation of this reserve. These alignments would further constrain Canada Gobernadora and Cristianitos Canyon, which would both be closely flanked by proposed RMV development.

Page 5-35 also states (emphasis added):

Therefore, while it is *assumed* that connectivity will be addressed and *to some degree* accommodated to meet NCCP/HCP goals, as discussed further below, the exact manner in which this impact on habitat connectivity would be mitigated cannot be determined at this time.

By “assuming” that habitat continuity and connectedness—the highest priority NCCP/HCP reserve design principles—will be “to some degree accommodated,” the EIS/SEIR effectively acknowledges that planning, analyzing, and processing the SOCTIIP project at this time effectively trumps and undermines the integrity of the NCCP/HCP planning process.

F. EIS/SEIR Unrealistically Suggests that a Future NCCP/HCP Could Achieve “No Net Loss of Habitat Value from the Present”

At Page 5-36, the EIS/SEIR notes that the 1993 NCCP Conservation Guidelines call for “no net loss of habitat value from the present, taking into account management and enhancement.” At Page 5-37, the EIS/SEIR states (emphasis in the original):

Specifically defined, *net habitat value* takes into account habitat gains and losses due to a particular activity, such as reductions in habitat area (impact) and increases in habitat quality (mitigation through restoration and management). The [NCCP/HCP] Habitat Reserve and Adaptive Management

²NCCP/SAMP Working Group. April 2003. Pages 2-3, Draft NCCP/HCP Planning Guidelines, Southern Subregion, Orange County, California.

http://pdsd.oc.ca.gov/socpp/nccp_planning_guidelines_april03.pdf



Program will allow for the mitigation of impacts of proposed incidental take such that the *net habitat value* of the subregion for Identified Species will be maintained on a long-term basis.

Given that any future NCCP/HCP reserve system would consist of the lands left over after planning and approval of the SOCTIIP and Ranch Plan projects, the notion that the NCCP/HCP program could possibly achieve “no net loss of habitat value from the present” is unrealistic and misleading.

O21-264

G. EIS/SEIR Misrepresents NCCP/HCP’s Ability to Mitigate the Impacts of FEC Alternatives

The analysis of cumulative effects concludes on Page 5-37 (emphasis added):

The impacts in the absence of the NCCP/HCP would be greater under the FEC-M, FEC-W and A7C-FEC-M Alternatives, as these would traverse the greatest amount of relatively undisturbed open space.

The EIS/SEIR’s conclusion that impacts associated with the FEC Alternatives would exceed those of the other Alternatives “in the absence of the NCCP/HCP” (a) relies on a fallacious assumption that eventual approval of an NCCP/HCP would automatically equalize the impacts of the various Alternatives, and (b) ignores the fact that implementing one of the three FEC Alternatives would conflict with NCCP/HCP planning guidelines, thereby reducing the NCCP/HCP’s ability to mitigate the SOCTIIP project’s adverse environmental effects. Specifically, the FEC Alternatives:

O21-265

1. Invade the largely undeveloped watershed of San Mateo Creek, including the Donna O’Neill Land Conservancy;
2. impact greater areas of sensitive native habitats than do other build alternatives;
3. encroach closely upon the Pacific pocket mouse population west of lower San Mateo Creek, precluding that population’s recovery;
4. fragment the natural landscape considerably more than any of the remaining build alternatives; and
5. could precipitate the extirpation of certain sensitive species from the study region (e.g., mountain lion, American badger, golden eagle).

In each of these respects, these Alternatives violate important NCCP reserve design principles and recommendations of the NCCP/SAMP Working Group.

H. EIS/SEIR Fails to Analyze Impacts to NCCP/SAMP “Planning Species”

The May 2004 version of the Southern Orange County NCCP/SAMP Working Group’s Draft Planning Guidelines specify that the following “planning species” intended to “serve as the conservation planning surrogates for identifying habitat areas that should be considered for inclusion in the Habitat Reserve”:

O21-266



Listed Species

- California gnatcatcher
- arroyo toad
- least Bell's vireo
- southwestern willow flycatcher
- San Diego fairy shrimp
- Riverside fairy shrimp
- thread-leaved brodiaea

Unlisted "Planning" Species

- cactus wren
- Cooper's hawk
- golden eagle
- grasshopper sparrow
- merlin
- tricolored blackbird
- white-tailed kite
- yellow warbler
- yellow-breasted chat
- western spadefoot toad
- orange-throated whiptail
- San Diego horned lizard
- southwestern pond turtle
- mule deer
- mountain lion
- chaparral beargrass
- Coulter's saltbush
- intermediate mariposa lily
- many-stemmed dudleya
- mud nama
- Salt Spring checkerbloom
- southern tarplant

O21-26

In order to for readers to evaluate the adverse effects that various SOCTIIP Alternatives could have on establishment of a viable NCCP/HCP, the EIS/SEIR would have to reveal the extent to which the various SOCTIIP Alternatives would directly or indirectly impact any "important populations," "major populations," or "key populations" of these NCCP planning species. The lack of any such analysis—despite this project's reliance on the NCCP for future mitigation—is another important deficiency of the EIS/SEIR.

V. The Proposed Mitigation Program is Inadequate

Only a comprehensive, regional reserve design and management program, such as the Southern Orange County HCP/NCCP, can mitigate for the regional impacts of this project.

O21-26



A. Proposed Mitigation Measures are Vague and Ineffective

Under CEQA, the public alone is responsible for assessing, on a case-by-case basis, whether a lead agency is implementing CEQA in accordance with CEQA Guidelines and the public's best interests. This oversight role does not fall upon the USFWS, USACOE, CDFG, Caltrans, or any other governmental agency. As consulting biologists with decades of professional experience working through Orange County and the larger region, the authors of this commentary are qualified to review, evaluate, and possibly even improve upon the mitigation approaches that ultimately will be devised to address this project's significant impacts. Unfortunately, in most cases, the SOCTIIP EIS/SEIR provides inadequate detail about mitigation locations and methods to allow any member of the public to meaningfully scrutinize their adequacy, appropriateness, or efficacy. Since the EIS/SEIR precludes meaningful public review of proposed mitigation measures, we dispute the preparer's claim that the EIS/SEIR "provide[s] the details required by NEPA and CEQA."

O21-268

Section 15124(a) of the CEQA Guidelines states, "The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic." The EIS/SEIR fails to identify most of the locations where various forms of mitigation would eventually take place, although some of these actions could well take place outside of the SOCTIIP study area covered in the EIS/SEIR.

With respect to biological mitigation measures, Page 4.11-42 states:

The mitigation measures in this Section identify avoidance, protective, and compensatory measures to offset potential adverse impacts on wildlife, fisheries, and vegetation by the SOCTIIP build alternatives. These measures are developed to provide the details required by NEPA and CEQA. Once a preferred alternative is selected, the mitigation measures below shall be refined in the BRMP, subject to USFWS, USACOE, and CDFG review and approval and consistent with any resource agency approval documentation.

Section 15126.4(D) of the CEQA Guidelines states:

If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed. (*Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986.)

O21-269

Since the EIS/SEIR does not identify the lands where various mitigation actions would take place, it is not possible to determine whether any of the actions eventually undertaken would cause one or more significant effects. For example, the future implementation of a coastal sage scrub restoration measure could cause significant impacts to a grassland-dependent sensitive bird species that already occupies the restoration site, but this cannot be evaluated since the various mitigation sites have not been identified. Since the EIS/SEIR does not contemplate another round of NEPA and/or CEQA review once the SOCTIIP Alternative is selected, there will be no further public review and no mechanism for determining whether any mitigation actions would cause one or more significant effects.



1. Deferred Identification and Analysis of Mitigation Program

These comments assess the lead agencies' rationale for deferring the formulation of specific mitigation measures until after the EIS/SEIR is certified and the public review period closes. The document's rationale begins on Page 4.11-42:

In coordination with the SOCTIIP Collaborative and in the context of the environmental permitting, TCA will agree upon an appropriate mitigation site(s) recognizing that the habitat values can be improved in a given area regardless of specific mitigation ratios if the potential site replaces or improves on those biological values impacted.

O21-270

This sentence amounts to an unsupported assertion that the future selection of mitigation sites will be "appropriate," and a meaningless recognition that habitat values can be improved in certain areas.

Page 4.11-43 continues:

The merit of the mitigation is best addressed within the regional context of the site and the total mitigation strategy as the conceptual action plan is developed.

This is an odd and conclusory statement, particularly considering that the EIS/SEIR does not specify the "regional context" of the mitigation sites (most of the sites are unidentified) and the "conceptual action plan" is only vaguely outlined. In reality, evaluating the merit of a given mitigation program involves the following considerations:

1. If successfully implemented, would the mitigation program meaningfully avoid, alleviate, or offset the identified significant impacts?
2. Is mitigation proposed for the most appropriate location, or might another location produce better results?
3. Are the proposed methods likely to produce the desired/required results?
4. If the mitigation program involves restoring or otherwise impacting an existing plant community, could the mitigation actions themselves result in significant impacts to existing resources?
5. Would application of the mitigation program's monitoring requirements clearly demonstrate each measure's success or failure to satisfy well-defined and appropriate performance standards?
6. Does the mitigation program include well-defined requirements for contingency planning and appropriate corrective actions in the event that any measures prove unsuccessful?

O21-271

In most cases, the EIS/SEIR has deferred providing the level of detail that would allow members of the public to evaluate the SOCTIIP project's mitigation program by applying these basic standards.



Page 4.11-43 continues:

It is therefore timely to commit to a basic ratio as a starting place, rather than an arbitrary standard without knowing the full mitigation strategy.

Under NEPA and CEQA, project proponents must satisfy well-reasoned and appropriate—not arbitrary—standards of mitigation. Mitigation ratios have a long history of precedent under CEQA based on temporal uncertainties in establishing habitat value, offsetting losses, etc. The EIS/SEIR's characterization of this history under CEQA as "arbitrary" is strained.

O21-272

Page 4.11-43 continues:

This approach provides flexibility, knowing there will be the requisite performance standards that commit to a quality program.

Under CEQA, the project proponent must commit to the successful implementation of the specified mitigation measures, not to the undefined concept of "a quality program." As detailed below, the EIS/SEIR fails to assure the eventual success of habitat restoration at any mitigation site that fails to meet five-year performance standards.

O21-273

Page 4.11-43 continues:

There are a combination of strategies that would result in no net loss or even improvement in biological value including, but not limited to, a mitigation site(s) that provide or enhances wildlife connectivity and sustainability of the regional ecosystem, potentially incorporating areas not contiguous to the SOCTIIP study area.

Here the EIS/SEIR suggests that this project's mitigation program would not only fully offset the project's significant adverse effects on the environment, but that that it may actually increase overall biological value relative to the existing condition. It is, perhaps, conceivable that such a result could be achieved if of one of the least-damaging alternative is selected, but if one of the FEC Alternatives is selected the EIS/SEIR is disingenuous in suggesting that a "combination of strategies" could be realistically pursued that "would result in no net loss or even improvement in biological value."

O21-274

2. Measures WV 5 and TE 4

Measures WV 5 and TE 4 state:

During grading activities and construction operations, the Project Biologist shall prepare a monthly biological monitoring letter report summarizing site visits, documenting adherence or violations of required habitat avoidance measures, and listing any necessary remedial measures. The report shall be submitted to the TCA and/or other implementing agencies.

O21-275

Given that the USFWS, NMFS, CDFG, USACOE, RWQCB, FHWA, and Caltrans will be responsible for reviewing and approving the BRMP, the Project Biologist's monthly report on the status of compliance with the BRMP should also be provided to these responsible agencies.



3. Measure WV 7

In the sixth bullet point, Measure WV 7 specifies that “landscape areas [along the Corridor] shall not be subject to performance standards and will not be subject to mitigation in the future if construction occurs.” Measure WV 7 is described as pertaining to “revegetation areas along the roadway,” so the distinction between such areas and “landscape areas” is not clear. Since the project is likely to impact hundreds of acres of coastal sage scrub and other sensitive natural communities, it is surprising to read that some graded slopes adjacent to natural areas apparently would not be restored to native communities. Please clearly delineate the areas that would be restored, which areas landscaped, and the basis for distinguishing between these two classes of slope treatment.

O21-276

Please also explain the rationale for not requiring restoration of all available graded slopes to the appropriate native plant communities, in order to offset the project’s significant impacts to the maximum extent feasible.

O21-277

Measure WV 7 states that, in fuel modification zones:

...plant palettes may contain both the California native plant cultivars which will be purchased and indigenous plant species found in the project area. This is due to the limited number of indigenous plant species included within the Orange County Fire Authority Fuel Modification Plant List.

O21-278

The Orange County Fire Authority Fuel Modification Plant List³ is 12 pages long and includes a wide variety of species indigenous to the SOCTIIP study area. Please modify this recommendation to specify use of locally native species that appear on this list.

4. Upper Chiquita Canyon Conservation Area

A paragraph discussing the Upper Chiquita Canyon Conservation Area is presented in the Executive Summary, Measures WV 11 and TE 25, and two parts of the CEQA Findings of Significance (Pages 7-30 and 7-32). One sentence of this discussion reads: “To partially mitigate impacts, the TCA has identified additional habitat preservation and restoration activities in the Upper Chiquita Canyon Conservation Area.” Since the EIS/SEIR never explains what these activities are “additional” to, this wording requires clarification.

O21-279

The paragraph continues:

The Upper Chiquita Canyon Conservation Area consists of approximately 478.7 ha (1,182 ac) created by the TCA to mitigate biological impacts resulting from construction of the FTC-N.

O21-280

Did TCA purchase existing high quality habitat, degraded lands that can be restored, or a combination of these?

³ This list can be downloaded at <http://www.ocfa.org/resident/wildland/>



The paragraph continues:

There are also opportunities for restoration activities on site that would include additional acres of oak woodland, nonwetland drainages, coastal sage scrub, coastal sage scrub/native perennial grassland ecotone, and native perennial grassland habitats.

The EIS/SEIR does not indicate the number of acres of each plant community that exist in this conservation area, data on the sensitive plants known to exist there, or the acres of degraded habitat that might eventually be proposed for restoration to different sensitive plant communities. Thus, a reader cannot gauge the extent to which this conservation area might actually address the range and magnitude of impacts to these communities contemplated for various SOCTIIP Alternatives.

O21-281

The paragraph continues:

These opportunities for preservation and restoration activities would also serve to mitigate impacts on sensitive plants for the SOCTIIP Alternatives.

O21-282

Please clarify the manner in which “opportunities for preservation and restoration activities would also serve to mitigate impacts on sensitive plants for the SOCTIIP Alternatives.”

5. Measures WV 12 and TE 26

Measures WV 11 and TE 26, covering native grasslands, state:

Monitoring shall be conducted for five years (or less if site meets success criteria as designated above earlier) to ensure successful establishment of native grassland vegetation within the restored areas. If success standards are not met, remedial measures, hydroseeding, or introduction of container stock shall be implemented as directed by the Project Biologist.

O21-283

If the success standards are not met after implementing the comprehensive planting plans, maintenance, and monitoring outlined in these measures, there is no reason to expect that the vague remedy described above will have a reasonable chance at succeeding. A more legitimate remedy would be either (a) to require the preparation of a new native grassland restoration plan, including the same basic elements as the original plan, to be reviewed and approved by the appropriate governmental agencies prior to implementation, or (b) the purchase and preservation of an equal area of existing native grassland that exists in a potential development area in the project vicinity.

6. Measure WV 13

Measure WV 13, covering oak and elderberry woodlands, states:

Monitoring shall be conducted for five years (or less if success criteria are met earlier) to ensure successful establishment of the restored areas. If success standards are not met, remedial measures including introduction of additional seed and/or container stock and adjusting of irrigation shall be implemented as directed by the Project Biologist.

O21-284



If the success standards are not met after implementing the comprehensive planting plans, maintenance, and monitoring outlined in these measures, there is no reason to expect that the vague remedy described above will have a reasonable chance at succeeding. A more legitimate remedy would be to require the preparation of a new restoration plan for the oak and elderberry planting areas that are failing, possibly in a more appropriate location. The replacement plan would include the same basic elements as the original plan, and would be reviewed and approved by the appropriate governmental agencies prior to implementation.

O21-28.

7. Measure WV 17, WV 18, and TE 5

The following recommendations for promoting wildlife use of undercrossings, and reducing road mortality, are provided to supplement the specifications contained in Measures WV 17, WV 18, and TE 5:

- Underpasses should be sited and designed specifically to accommodate wildlife movement, taking advantage of natural topography and documented movement corridors to the degree feasible. Design should consider specific requirements of each species to be accommodated by the corridor.
- Sound walls should be considered along portions of the roadway, to help facilitate and encourage wildlife use of undercrossings.
- In order to allow for the movement of sensitive reptile and amphibian species, concrete V-ditches and rip-rap should not be used in the construction of wildlife underpasses. Natural soil bottoms are preferred.
- To the extent feasible, fencing should be placed along the entire roadway/wildlife interface, particularly along stretches of roads where mule deer are known to occur. Both mule deer and coyotes tend to travel along fences until they end in order to cross roadways at-grade, rather than using an underpass. Fences should have appropriate mesh size based on species-specific recommendations, generally 4-inch by 6-inch mesh. Escape gates or ramps should be constructed at regular intervals inside fences, to allow escape of any large mammals that do manage to enter the roadway.
- Brown or green fences are less visually intrusive compared with the “startling silver” that is more commonly used; these colors complement the natural landscape and increase the fence’s acceptability to humans. Planting native vegetation along strategic portions of the fence serves the same function, and can also minimize noise impacts at wildlife crossings. These steps greatly reduce the fencing’s adverse visual impacts, and may allow it to be used along longer stretches of roadway.
- Fencing should be at least 8 feet tall and seated at least 6 inches into the ground to prevent animals from exploiting any weakness, which would allow them access to the road, and to minimize erosion from making gaps under fences.

O21-28.

Please consider incorporating these recommendations into the relevant mitigation measures.



8. Measure WV 19

The wildlife movement surveys described in Measure WV 19 should include surveys for road-killed wildlife, as well as maintaining a database of road-kill data (e.g., dates, species, exact locations interpolated using mileposts) from Caltrans or any other agency responsible for maintaining the roadway after it is built. This aspect of monitoring would help determine the effectiveness of fencing and could indicate a need to develop additional measures if road-kill levels are found to be unacceptably high.

O21-286

Monitoring of all roadway segments and wildlife crossing design features should include a statistically valid Before-After-Control-Impact study, with a minimum one year (four sampling seasons) of data collection before construction and one year post construction. Results should be used to refine fences or other design features to rectify problems as part of an adaptive management program, and to better inform design and mitigation for any future roadway projects.

O21-287

9. Measures WV 38 and TE 27

Measures WV 38 and TE 27, covering vernal pools, seeps, and other herbaceous wetlands, state:

Monitoring shall be conducted for five years (or less if success criteria are met as designated above earlier) to ensure successful establishment of hydrophytic vegetation within the restored/created areas by wetland species. If success standards are not met, remedial measures, seeding, or introduction of container stock shall be implemented as directed by the Project Biologist.

O21-288

If the success standards are not met after implementing the comprehensive planting plans, maintenance, and monitoring outlined in these measures, there is no reason to expect that the vague remedy described above will have a reasonable chance at succeeding. A more legitimate remedy would be to require the preparation of a new restoration plan for the wetland communities that are failing, possibly in a more appropriate location. The replacement plan would include the same basic elements as the original plan, and would be reviewed and approved by the appropriate governmental agencies prior to implementation.

10. Measure WV 39 and TE 28

Measures WV 39 and TE 28, covering riparian scrub, woodland, and forest, state:

Monitoring shall be conducted for a minimum of five years to ensure successful establishment of the restored areas. If success standards are not met, remedial measures including introduction of additional container stock and adjusting of irrigation shall be implemented as directed by the Project Biologist.

O21-289

If the success standards are not met after implementing the comprehensive planting plans, maintenance, and monitoring outlined in these measures, there is no reason to expect that the vague remedy described above will have a reasonable chance at succeeding. A more legitimate remedy would be to require the preparation of a new restoration plan for the wetland communities that are failing, possibly in a more appropriate location. The



replacement plan would include the same basic elements as the original plan, and would be reviewed and approved by the appropriate governmental agencies prior to implementation.

O21-289

11. Measure TE 1

Measure TE 1. Prior to construction, the TCA or other implementing agencies shall designate a Project Biologist responsible for overseeing biological monitoring, regulatory compliance, and restoration activities associated with construction of the selected alternative in accordance with the adopted mitigation measures and applicable law. This raises three questions:

1. What are the required qualifications of the Project Biologist? At minimum, it appears that the Project Biologist must (1) hold federal permits to survey for arroyo toads and California gnatcatchers, (2) be experienced in surveying for western spadefoot toads, southwestern pond turtles, burrowing owls, least Bell's vireos, and cactus wrens, (3) be intimately familiar with methods of habitat restoration and weed eradication, and (4) have specialized knowledge of wildlife movement and habitat connectivity issues.
2. Considering the range of expertise required, and the heavy workload, is the role of Project Biologist likely to be filled by a company rather than an individual?
3. Will the U.S. Fish and Wildlife Service or California Department of Fish and Game have a role in selecting and/or approving the Project Biologist?

O21-290

12. Measure TE 2

Measure TE 2 states:

During final design of the project, the Project Biologist shall review the design plans and make recommendations for avoidance and minimization of sensitive biological resources. TCA or other implementing agencies' Environmental and Engineering Staff shall determine the implementation of those recommendations.

O21-291

This raises two questions:

1. What is the meaning of the phrase, "minimization of sensitive biological resources"?
2. What is the meaning of the phrase, "TCA or other implementing agencies' Environmental and Engineering Staff shall determine the implementation of those recommendations"? Is this intended to mean that the Project Biologist's recommendations are not binding on the project proponent?

13. Measure TE 3

For the three FEC Alternatives, the EIS/SEIR identifies potentially significant construction impacts to the endangered tidewater goby and endangered southern steelhead trout. Considering the very serious runoff problems that can occur during the grading of a major roadway—such as those TCA encountered during construction of the San Joaquin Hills Toll Road—it is striking to see that none of the TE mitigation measures deal directly with these

O21-292



potentially significant impacts to endangered fish species. For example, Measure TE 3 states:

The BRMP shall contain at a minimum specific construction monitoring programs for thread-leaved brodiaea, arroyo toad, coastal California gnatcatcher, least Bell's vireo, and Pacific pocket mouse.

O21-292

Measure TE 3 should specify that the BRMP shall contain specific construction monitoring programs for the tidewater goby and southern steelhead trout. These programs should specify mandatory actions that would be taken in the event of any slope failures or other construction-related events that could adversely affect the habitats of these endangered fish, and the programs should be provided for public review and comment prior to certification of the EIS/SEIR.

Measure TE 3 requires preparation of a Biological Resources Management Plan that would be reviewed and approved by USFWS, NMFS, CDFG, USACOE, RWQCB, FHWA, and Caltrans. Two questions:

O21-293

1. Who is responsible for preparing the BRMP?
2. What would be the consequence of one or more of these agencies failing to approve any aspect of the BRMP before the start of construction of the SOCTIIP project?

14. Measures TE 6 and TE 7

Measure TE 6 gives the blooming period for *Brodiaea filifolia* as March through May; Measure TE 7 indicates a period of May through July. According to the CNPS Online Inventory of Rare and Endangered Plants, the blooming period is March through June.

O21-294

15. Measure TE 8

Measure TE 8 should specify the conditions under which all of the required erosion control measures shall be removed from the site.

O21-295

16. Measure TE 23

Measure TE 23 is another example of relying on an untested, experimental measure, which may not even be possible to implement. The measure states that an undercrossing "shall be provided in the vicinity of the San Mateo North population of the Pacific pocket mouse," and that it "shall allow for potential movement of Pacific pocket mice under the alignment." This is a highly speculative measure that is unlikely to succeed—a paper promise. It is not known whether Pacific pocket mice will use an undercrossing. Many wildlife species do not use such structures for behavioral or other reasons. To our knowledge, no study has demonstrated that *Perognathus* species, or in particular this extremely rare species, will use under crossings, especially ones as long as would be required to pass beneath these multi-lane roadways.

O21-296



B. Impacts to Donna O'Neill Land Conservancy Are Not Mitigated

Section 4 repeats the following paragraph on Pages 4.1-4, 4.10-2, 4.11-1, 4.12-2:

As the refinement process moved forward, it was determined that in order to maximize the beneficial effect of the refined alternatives, it would be necessary to encroach on the Donna O'Neill Land Conservancy (Conservancy). The Conservancy is an area of 520 ha (1,284 ac) set aside by Rancho Mission Viejo as mitigation for conservation and preservation purposes for the Rolling Hills Planned Community development.

O21-297

Despite the intractable problems that would come with constructing a major roadway through the Donna O'Neill Land Conservancy (see below), the EIS/SEIR suggests that this proposal was developed "*in order to maximize the beneficial effect of the refined alternatives.*" Characterization of the FEC Alternatives as "beneficial" is grossly misleading and inaccurate considering the significant biological impacts associated with these Alternatives.

Rancho Mission Viejo chose to set aside the Donna O'Neill Land Conservancy in perpetuity because earlier biological investigations showed that this specific area was included some of the most biologically rich and ecologically valuable lands on Rancho Mission Viejo (P. Bloom, personal communication). Without any apparent basis, the EIS/SEIR asserts that habitat in the Conservancy "is of no greater value than other habitat located adjacent to the Conservancy." Please substantiate this statement with a factual analysis.

O21-298

Since the Donna O'Neill Land Conservancy was set aside as biological mitigation for previous development projects, this EIS/SEIR must identify the specific lands that would be preserved as compensation for loss of an existing mitigation site in the event that decision-makers choose one of the FEC Alternatives. Otherwise, the SOCTIIP project would "double-dip" on significant impacts to biological resources for which the Conservancy was established as mitigation. Failure to identify such compensatory mitigation lands is another serious deficiency of the EIS/SEIR. At a minimum, the project proponent would have to commit to purchase and preserve specifically identified lands demonstrated to possess equivalent biological value to those impacted by the FEC Alternatives.

O21-299

VI. The EIS/SEIR Understates the Substantial Differences in Biological Impacts Associated with Each SOCTIIP Alternatives

A primary purpose of the EIS/SEIR's alternatives analysis is to foster meaningful evaluation, analysis, and comparison of the various Alternatives. Only in this way can decision-makers choose an Alternative that achieves a reasonable balance between beneficial and adverse project effects. An impartial analysis is especially critical in this case, since a preferred alternative has not yet been selected. As recognized in the EIS/SEIR (ES-25):

O21-300

No Preferred Alternative has been selected prior to the circulation of this Draft EIS/SEIR. There is controversy among resource agencies, local governments in the study area and members of the public on the importance of the natural environment compared to the urban environment and displacements of residential uses.



As already shown, the biological impacts resulting from the FEC Alternatives would be drastically more severe than other alternatives. Nonetheless, the EIS/SEIR repeatedly lumps together its conclusions regarding the impacts from various alternatives and, in doing so, fails to convey any sense of the increased severity of the FEC Alternatives. For example, at Page 5-38 the EIS/SEIR concludes:

All the SOCTIIP build Alternatives except the I-5 Alternative would contribute to habitat loss and to the indirect effects discussed above. These Alternatives, when considered in combination with the cumulative projects, will have cumulative and unmitigable impacts on biological resources.

O21-300

This oversimplified conclusion fails to reflect even the limited analysis presented elsewhere in the document. Especially considering the relative inaccessibility of an environmental document of this size, it is crucial that the EIS/SEIR's conclusions convey the substantial differences in biological impacts associated with each Alternative.

Table 1.7-2 is a matrix that indicates whether each Alternative satisfies several project objectives. The last line in Table 1.7-2 concludes that each of the build Alternatives would "Minimize adverse impacts to the environment while recognizing the conflicting demands of different types of resources, regulatory requirements and environmental priorities in the study area." Again, the EIS/SEIR's presentation is vague and unsupported by the facts, as it lumps the most damaging FEC Alternatives together with several other Alternatives that would actually "minimize adverse impacts to the environment" while meeting most or all of the project objectives specified in Table 1.7-2.

O21-301

To help remedy the EIS/SEIR's biased and deficient alternatives analysis, it would be appropriate to prepare a new matrix that compares the gross biological impacts of each SOCTIIP Alternative. Appropriate contents of the matrix would include, but may not be limited to the following, as guided by recommendations in these comments: (1) total area of grading; (2) relative degree of landscape fragmentation; (3) grading impacts to sensitive plant communities; (4) grading impacts to sensitive wildlife species; (5) total area of potential indirect effects (including "road-effect zones") for sensitive species; (6) direct and indirect impacts to "important populations," "major populations," and "key populations" of each of the Southern Orange County NCCP "planning species;" and (7) overall consistency with Southern Orange County NCCP/SAMP planning guidelines and recommendations.

O21-302

VII. CEQA Findings of Significance

As already discussed, the EIS/SEIR fails to provide a fact-based, reasonably detailed, and impartial analysis of the environmental impacts associated with each project Alternative. The CEQA Findings of Significance further manifest these deficiencies, and fail to support findings that the effects of less-damaging Alternatives would be comparable to the effects of more-damaging Alternatives.

O21-303

A. Findings Inconsistent with Mandatory Thresholds of Significance

Page 7-31 states that the project's long-term impacts to at least 17 non-listed sensitive amphibian, reptile, and mammal species are less than significant "due to their current status



and relative abundance elsewhere in the subregion.” This finding directly contradicts the Thresholds of Significance specified in Section 7.13.1:

In accordance with the requirements of CEQA, impacts to threatened and endangered species will individually or cumulatively be considered significant if they:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game (CDFG) or the United States Fish and Wildlife Service (USFWS).

O21-303

The EIS/SEIR offers no explanation for ignoring its own Thresholds of Significance. As noted previously, the EIS/SEIR did not address numerous other “candidate, sensitive or special status species” that occur, or potentially occur, in the SOCTIIP study area.

B. Failure to Portray Differences Among Alternatives in Degree of Impact

When significant effects are identified in Section 7.12 these findings end with a reference to Table 7.2-11 (Page 7-94). This table uses an oversimplified format that gives a false impression that the various Alternatives would have very similar effects on wildlife, fisheries, and vegetation. For example, Table 7.11-1 indicates that each Alternative would have significant, unmitigable impacts on coastal sage scrub and significant-but-mitigated impacts on oak woodlands. But this table gives no indication that the FEC-W Alternative impacts over 20 times more scrub than does the I-5 Alternative, or that the A7C-FEC-M Alternative impacts over 2300 times more oak woodland than does the I-5 Alternative. By contrast, Table 7.2-1 (Page 7-54) provides detailed and useful analysis of the capacity of each Alternative to alleviate traffic at specific intersections. As in Section 4 of the EIS/SEIR, the traffic-alleviating benefits of the FEC Alternatives are highlighted while the environmental impacts of those Alternatives are portrayed as though little or no differences exist between them.

O21-304

C. Failure to Substantiate Significance Determinations and Indiscriminant Findings Among Alternatives

Among the findings summarized in Table 7.11-1, many are conclusory, contradictory, and/or based upon questionable analyses:

O21-305

1. The I-5 Alternative’s impacts to 21.35 acres of Venturan-Diegan coastal sage scrub are specified as being “significant and unmitigable.” Impacts of this magnitude are routinely mitigated to below a level of significance.
2. The impacts of four Alternatives to less than 1.0 acre of “other scrub” are specified as being “significant and unmitigable.” Impacts of this magnitude are routinely mitigated to below a level of significance.
3. All seven Alternatives are found to have “significant and unmitigable” impacts to native grasslands, although the area of impact ranges from 0.36 acres (AIO) to 98.04 acres (FEC-M). Impacts to relatively small areas of native grasslands are routinely mitigated to below a level of significance, and the EIS/SEIR’s failure to distinguish

O21-306

O21-307



- between more-damaging and less-damaging Alternatives creates a false impression that all the Alternatives have comparable impacts to the environment. O21-307
4. On what basis does the EIS/SEIR find that impacts to 27.31 to 118.59 acres of coast live oak woodland—for the six most-damaging Alternatives—shall be mitigated to below a level of significance? This seems strongly contradictory to earlier conclusions that impacts to an acre or less of scrub or native grassland are “significant and unmitigable.” Please explain. O21-308
 5. On what basis does the EIS/SEIR find that impacts to the western spadefoot toad shall be mitigated to below a level of significance? O21-309
 6. Seven of the eight Alternatives would impact several hundred acres of grasslands, so findings of significant impacts to the ferruginous hawk, prairie falcon, loggerhead shrike, grasshopper sparrow, and other grassland-dependent species appear to be justified. On what basis does the EIS/SEIR find that impacts to these grassland-dependent birds shall be mitigated to below a level of significance, particularly considering the document’s seemingly contradictory findings with regard to mitigating impacts to native grasslands? O21-310
 7. The AIO Alternative impacts 396.85 acres of grasslands, including 0.36 acre of native grassland, while the CC Alternative impacts 552.44 acres of grasslands, including 10.18 acres of native grasslands. Yet only the AIO Alternative is found to have significant impacts to the loggerhead shrike. Apparently this is because project biologists observed potentially nesting loggerhead shrikes only within the grading limits of the AIO Alternative. Given that loggerhead shrikes are highly mobile and do not have particularly specialized habitat requirements, the EIS/SEIR must substantiate the claim that grasslands within the AIO Alternative’s grading limits are of greater value to the loggerhead shrike than are the nearby grasslands that lie within grading limits for the remaining Alternatives. O21-311
 8. Page 4.11-22 states that ferruginous hawks were observed “in such areas as Cañada Gobernadora, Cañada Chiquita and Cristianitos Canyon.” Each Alternative except for I-5 would impact hundreds of acres of grasslands, including those in the specific areas mentioned on Page 4.11-22. Wintering ferruginous hawks cover large areas in search of food. How does the EIS/SEIR justify a finding that only the CC and CC-ALPV Alternatives would have significant impacts to this species? O21-312
 9. The Natural Environment Study at Page 5-146 states:

White-tailed kite nest territories and nocturnal roosts exist along the FEC alignments. Some of the nest territories and roosts were active during previous surveys (1994 and/or 1995). Good foraging habitat, particularly grassland, is abundant throughout the survey area. Surveys conducted in 2001 yielded five territories on the FEC and two on the CC alignments. White-tailed hawk territory was observed in the Donna O’Neill Land Conservancy and Cañada Gobernadora during 2003 surveys.

On what basis does the EIS/SEIR fail to identify any project impacts to the white-tailed kite? O21-313



10. On what basis does the EIS/SEIR conclusion that project implementation will not result in potentially significant short-term and long-term impacts to the long-eared owl?

O21-31

11. In four places, Page 7-31 states:

Habitat fragmentation and wildlife corridor impacts were generally considered significant after mitigation as shown in Table 7.11-1.

Table 7.11-1, however, specifies no significant, unmitigable impacts to “corridors.” In fact, only certain Alternatives—such as the FEC Alternatives—would have significant habitat fragmentation and wildlife corridor impacts. Others—such as I-5 and AIO—would not have significant impacts. By failing to impartially analyze the likely habitat fragmentation effects of the various Alternatives, the EIS/SEIR demonstrates bias in favor of the more-damaging Alternatives.

O21-31

12. On Page 7-29 the CEQA Findings of Significance for impacts to listed and non-listed fish species state:

Short term impacts to species inhabiting these areas could arise during construction. However, through the implementation of the mitigation measures it is anticipated that impacts to sensitive fisheries would be less than significant.

The BRMP described in the EIS/SEIR would not include a specific construction monitoring program designed to avoid or minimize potentially significant construction impacts to the tidewater goby, southern steelhead trout, and other sensitive fish species. In the absence of such a program—developed and provided for public review and comment prior to certification of the EIS/SEIR—what is the basis for concluding that impacts to these listed fish species would be less than significant after mitigation?

O21-31

13. On Page 7-34 the CEQA Findings of Significance for short-term construction impacts to the tidewater goby and southern steelhead trout state:

...assuming that other mitigation/minimization measures concerning erosion and water quality are adhered to, it is anticipated that impacts to the [tidewater goby and southern steelhead trout] would be less than significant following mitigation...

Use of the word “assuming” in these findings implies an element of uncertainty regarding whether “other mitigation/minimization measures concerning erosion and water quality” will be followed closely enough to ensure protection of endangered fish during the project’s construction phase. Recent experiences with the San Joaquin Hills Transportation Corridor (SR-73) provide reason for such uncertainty. Efforts to manage runoff from SR-73 were fraught with problems for several years, before and after TCA transferred maintenance responsibilities to Caltrans. In August 2001, the

O21-31



Regional Water Quality Control Board issued a cease and desist order⁴ after determining that Caltrans “failed to use reasonable care to properly maintain and operate the twenty Compost Storm Water Filters (CSF units) that were installed along the portion of SR-73 within the jurisdiction of the SDRWQCB as the primary structural best management practice (BMP) for removal of pollutants in storm water runoff.” In response, Caltrans has undertaken a costly, multi-year program to replace the CSF units with basins and devices that use alternative technologies⁵. The extensive runoff management problems that have plagued the SR-73 project provide good reason to question the EIS/SEIR’s thinly supported finding that potential impacts to endangered fish species from constructing one of the FEC Alternatives would be less than significant after mitigation.

O21-317

14. Page 7-30 identifies significant impacts to “upland communities such as Venturan-Diegan transitional coastal sage scrub, sage scrub-grassland ecotones, sage scrub-chaparral ecotones, native grassland, floodplain sage scrub, and other scrub.” The CEQA Findings of Significance offer the following discussion to explain why significant impacts to these communities would remain after mitigation:

Regional open space planning efforts in the area, including the southern subregion of the NCCP, have not been finalized, so mitigation banking opportunities cannot currently be clearly defined at this time. However, a net loss of these rare communities that provide habitats for a unique assemblage of plants and wildlife would occur as a result of implementation of the project Alternatives. Therefore, impacts to these upland communities would be considered significant and adverse even after mitigation.

O21-318

Given that a functioning wetland mitigation bank exists in Cañada Gobernadora, on what basis does the EIS/SEIR claim that “mitigation banking opportunities cannot currently be clearly defined”?

If the project proponents are presently unable to secure mitigation lands that would address the significant adverse effects attendant to building one of the more damaging SOCTIIP Alternatives, solutions include (a) selecting one of the less-damaging Alternatives that would not require extensive off-site mitigation, or (b) postponing SOCTIIP planning until off-site mitigation opportunities are better defined (e.g., through the Ranch Plan and NCCP/HCP planning processes). The EIS/SEIR’s approach of proposing Alternatives that rely on vague and unspecified mitigation, or simply concluding that significant impacts are “unmitigable,” violates the basic tenets of land use planning under CEQA.

O21-319

15. Sections 7.12.3 and 7.13.3 summarize the project’s significant adverse impacts to biological resources that would remain after mitigation. Page 7-33 states the following regarding the project’s residual impacts on sensitive plant species and habitat fragmentation/wildlife corridors:

O21-320

⁴http://www.swrcb.ca.gov/rwqcb9/orders/order_files/Order%20No.%202001-198.pdf

⁵ http://www.dot.ca.gov/hq/env/stormwater/ongoing/sr73_pilot_studies/



Coulter's saltbush, intermediate mariposa lily, southern tarplant, many-stemmed dudleya, and Palmer's grapplinghook would be considered significant and adverse even after mitigation. Habitat fragmentation/wildlife corridor impacts are significant after mitigation.

Similarly, Page 7-36 concludes:

Impacts to the thread leaved brodiaea, Arroyo toad and California gnatcatcher would be considered significant and adverse even after mitigation.

Perhaps the EIS/SEIR preparer's argument is that this document is required only to identify the worst-case impacts that could result from project implementation, and that these findings—to the extent they are backed by sound analysis—may be considered to meet this standard. As detailed previously, however, selecting a Preferred Alternative is a necessary project objective and a "key area of controversy," so decision-makers and members of the public reasonably expect the EIS/SEIR's CEQA Findings of Significance to distinguish between the residual significant impacts that would result from selecting the least-damaging Alternative (I-5), the most-damaging Alternative (FEC-M), and each Alternative that lies along the spectrum between them. The organization and content of the CEQA Findings of Significance clearly stand as impediments to achieving these important project objectives.

O21-320

CONCLUSION

Considering the seriousness of these deficiencies, misrepresentations, and evident bias in favor of selecting one of the more-damaging FEC Alternatives, it is our opinion that preparation and circulation of a revised EIS/SEIR is warranted in this case.

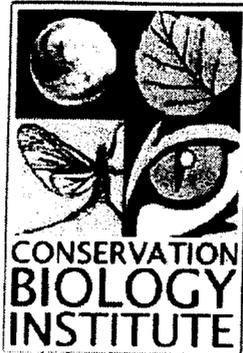
O21-321

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SUMMARY

Dr. Spencer is a wildlife conservation biologist with over 20 years of professional experience in biological research and conservation planning. He specializes in the practical application of ecological and conservation science to resources management, design of nature reserves, and recovery of endangered species. His graduate studies and publications on habitat suitability analysis, animal movements, and home range analysis are particularly relevant to the design of preserve systems and to analyzing effects of conservation plans on sensitive species. Dr. Spencer has conducted numerous field studies on sensitive mammals, birds, and reptiles, and is a recognized authority on rare and endangered mammal species of the western U.S., particularly forest carnivores and desert rodents. He has studied martens, fishers, and other carnivores in the forest and taiga ecosystems of the western U.S. He has also studied desert rodent communities and rare rodent species throughout the southwestern U.S., including the critically endangered Pacific pocket mouse and Stephens' kangaroo rat. Dr. Spencer has prepared habitat conservation plans (HCPs), habitat management plans (HMPs), and natural communities conservation plans (NCCPs) for numerous sensitive species in Southern California. In recent years, Dr. Spencer has become increasingly involved as a scientific advisor for conservation planning efforts, facilitating formal science advisory panels involved in HCPs and NCCPs, and training others in science-based conservation planning. He is a Principle Investigator on the San Diego Mammal Atlas Project and chairs the Policy and Planning Committee of the San Diego Fire Recovery Network, which was established in the aftermath of the devastating October 2003 wildfires. Dr. Spencer has also taught biology courses at the University of Arizona and has presented numerous lectures to both lay and academic audiences on ecology, wildlife conservation, animal behavior, and resources management.

EDUCATION

Ph.D., Ecology and Evolutionary Biology, University of Arizona. 1992. Highest Honors.

M.S., Forestry and Resource Management/Wildlife Ecology. University of California, Berkeley.
1981. Honors.

B.S., Biology and Wildlife Management (double major). University of Wisconsin, Stevens Point.
1978. Highest Honors.



PROFESSIONAL REGISTRATIONS AND PERMITS

Society for Conservation Biology

American Institute of Biological Sciences

The Wildlife Society

American Society of Mammalogists

Society of American Naturalists

Sigma Xi Honor Society

Permits from U.S. Fish and Wildlife Service and California Department of Fish and Game to capture and handle numerous rare and endangered small mammals in California.

PROFESSIONAL AND RESEARCH EXPERIENCE

San Diego County Mammal Atlas – County of San Diego, San Diego Zoo, San Diego Natural History Museum, U.S. Forest Service, U.S. Fish and Wildlife Service, and other partners. Serving as Principle Investigator and Editor in Chief for a book, web page, and CD to comprehensively update information on all mammal species in San Diego County, including their distribution, biology, conservation status, and management needs.

Facilitator of the Science Advisory Process for the Eastern Merced County NCCP/HCP - County of Merced and California Department of Fish and Game. Serving as facilitator of a formal science advisory process to ensure the objectivity and usefulness of independent scientific input to a large and controversial NCCP/HCP in the San Joaquin Valley. Eastern Merced County supports the largest and most complex remaining examples of vernal pool ecosystems in California, supports numerous threatened and endangered species, and is the proposed location for a new University of California campus and associated development.

Lead Scientist/Science Facilitator for the Science Advisory Process, City of Santa Cruz HCP. Serving as facilitator and lead scientist of a formal science advisory process for an HCP to cover City of Santa Cruz projects throughout Santa Cruz County. Primary issues include effects of various water projects on aquatic resources, including steelhead, red-legged frog, and numerous other rare and endangered species.

Science Advisor on North San Diego County Multiple Species Conservation Program – County of San Diego. Serving as a scientific advisor to the county and consultants involved in planning a comprehensive NCCP/HCP for a 536-square mile portion of northern San Diego County. Assisting with design and testing of habitat suitability and other models to predict conservation value of sites throughout the region. Assisting with design of a reserve network, management and monitoring program, and other essential components of an ecosystem reserve for over 100 sensitive species.



Pacific Pocket Mouse Studies Program – Transportation Corridor Agencies, U.S. Fish and Wildlife Service, and California Department of Fish and Game. Serving as Principal Investigator for studies designed to further recovery of the critically endangered Pacific pocket mouse (*Perognathus longimembris pacificus*). Tasks include studying dispersal characteristics and other pertinent biological information on the species; performing detailed field studies of a surrogate subspecies to perfect field methods and design monitoring programs; determining the feasibility of a translocation or reintroduction program for the species, and designing such a program should it prove feasible; determining baseline measures of genetic diversity within and between extant (using live-captured specimens) and historic (using museum specimens) populations and developing genetic goals for the recovery program; and coordinating ongoing monitoring studies at extant population sites to maximize the value of the monitoring data for both scientific and preserve management goals.

Stephens' Kangaroo Rat Studies at the Ramona Airport, San Diego County, California – KEA Environmental. Verified a new population of the endangered Stephens' kangaroo rat in the Santa Maria Valley, Ramona California, by trapping and reconnaissance surveys. Mapped the density and extent of this new, southern-most population, and performed GIS habitat modeling to predict other potential habitat throughout the Santa Maria Valley. Prepared a biological technical report and sections of the Biological Assessment for the Ramona Airport expansion project. Participated in a Section 7 consultation and prepared a Habitat Management Plan for the Stephens' kangaroo rat on the airport property. Prepared and oversaw implementation of a translocation program to salvage kangaroo rats prior to construction, house them in captivity, release them to release sites in improved habitat areas, and monitor success of the translocated population and the overall population in the area.

Basewide Survey for Pacific Pocket Mouse – U.S. Marine Corps Base Camp Pendleton. Managed an intensive field survey to determine the distribution of the endangered Pacific pocket mouse on base. Developed detailed survey protocols in consultation with other mammalogists and the USFWS. Coordinated a team of 15 biologists performing reconnaissance and trapping surveys over all previously unsurveyed habitat for the species on base (over 6,000 acres). Managed development of a GIS database that summarizes all data for the species on base, including results of previous surveys. Analyzed habitat relationships of PPM using GIS and statistical models.

Studies on the Community Ecology of the Chihuahuan Desert – National Science Foundation. Studied the community ecology of desert rodents with Dr. James H. Brown, University of Arizona. Captured, identified, measured, and marked individuals of 15 species of rodents, including three species of kangaroo rats and three species of pocket mice, in over 20,000 trapnights in the Chihuahuan and Sonoran deserts. Trapped, marked, measured, and radio-tracked various species of kangaroo rats with Dr. Peter Waser, Purdue University, for a



study of kangaroo rat behavior and ecology. Studied effects of foraging by javelina on native plant species. Performed microhabitat analyses and censuses and intensive foraging studies on wintering sparrow flocks while studying ecological interactions between desert rodents, birds, and ants in the Chihuahuan Desert (Thompson et al. 1991).

Pine Marten Ecology Studies in the Pacific States – U.S. Forest Service. Studied the ecology and behavior of pine martens in the Sierra Nevada and Cascade mountain ranges using trapping, radio-tracking, snow-tracking, smoked track-plate plots, and intensive habitat analyses (Spencer 1981; Spencer 1982; Spencer et al. 1983; Spencer and Zielinski 1983; Zielinski et al. 1983; Spencer 1987).

Studies of Space-use Patterns, Behavior, and Brain Evolution in Heteromyid Rodents – National Science Foundation and National Institute of Health. Researched space use patterns, memory, navigation, and spatial cognition in various species of kangaroo rats, pocket mice, and grasshopper mice (Spencer 1992). Collaborated with Dr. Lucia Jacobs on the evolution of spatial cognition and the hippocampus of the brain in kangaroo rats and pocket mice (Jacobs and Spencer 1991, 1994).

Mount Baker Geothermal Energy Development Biological Resources Assessment – Seattle City Light and Power Company. Led a team that studied the impacts of geothermal energy development on sensitive wildlife in old-growth forests on Mount Baker, Washington. Radio-tracked pine martens and performed trapping and other surveys for various rare carnivore species, including lynx, fisher, and wolverine. Coordinated with biologists studying northern spotted owls and mountain goats.

Camp Pendleton Sewer Line Projects – U.S. Navy, SWDIV. Served as project manager for biological studies along several sewage treatment improvement projects on U.S. Marine Corps Base Camp Pendleton. Performed trapping studies for Pacific pocket mouse and Stephens' kangaroo rat, and provided technical review for studies of other sensitive species, including least Bell's vireo, California gnatcatcher, southwestern pond turtle, tidewater gobi, and California least tern.

Biological Assessment for MILCON Project P-192 Training Course Complex, Marine Corps Base Camp Pendleton, California – U.S. Navy, SWDIV. Prepared a Biological Assessment and participated in Section 7 consultation with the USFWS for threatened and endangered species impacts for a project to improve three existing weapons firing ranges and create an additional Navy SEAL training range on Marine Corps Base Camp Pendleton. Performed surveys to verify the presence and distribution of the state-threatened and federally endangered Stephens' kangaroo rat on the site. Evaluated impacts of project development on the species and developed measures to mitigate impacts to it. Participated in the successful Section 7 consultation between the USFWS and the Navy. Served as quality assurance for



other biological studies and prepared the Biological Assessment and biological portions of the environmental assessment for the project.

Southport Swainson's Hawk Telemetry Study – Southport Development Group. Performed home range analyses and various statistical analyses for a telemetric study of Swainson's hawks in California to design mitigation measures for this state-listed threatened species. Integrated use of GIS data with home range delineation software to determine home range selection and habitat preferences of Swainson's hawks.

Assessment of Impacts of Free-roaming House Cats on Native Wildlife Populations at Saguaro National Monument and Tucson Mountain Parks – National Park Service, Western Region. Performed a study involving the impacts of free-roaming house cats on wildlife populations for the design of buffers around nature preserves in Arizona. Radio-tracked 14 free-roaming house cats and analyzed their movements, food habits, home ranges, and behaviors.

Multiple Habitat Conservation Program (MHCP) – San Diego Association of Governments (SANDAG). Managed design and documentation of an HCP/NCCP for 7 jurisdictions, covering over 186 square miles in north San Diego County. The objective of the program is to conserve self-sustaining viable populations of over 70 “target” species while allowing for continued economic development in the region. Involves management of a large, comprehensive GIS database to design a biologically defensible plan that balances conservation and economic concerns. Also includes a public policy development and coordination component to ensure consensus between all pertinent organizations and agencies.

Poway Subarea Habitat Conservation Plan – City of Poway Planning Department. Designed a citywide wildlife preserve and habitat management system to maintain populations of sensitive species in an interconnected habitat network pursuant to the State NCCP Act of 1991. This was the first plan successfully permitted under the NCCP Act. It allows for continued economic development of the city while protecting sensitive biological resources. The process used a GIS database to delineate (1) a 13,300-acre focused planning area that contains all significant biological open space within the city, (2) "cornerstone parcels" that are currently protected as biological open space, and (3) areas important to preserve function that may not receive adequate protection under existing regulations. New city ordinances were designed to ensure compatibility between development and populations of 42 target species of plants and animals. The plan prioritizes areas for public acquisition to be added to the cornerstone lands, prescribes guidelines for land use and management, and defines mitigation requirements for development projects in the city and methods for funding land acquisitions and preserve management.



Carlsbad Habitat Management Plan – City of Carlsbad, California. Assisted the City of Carlsbad to complete a citywide Habitat Management Plan (HMP) that also serves as a multiple species HCP/NCCP. Meeting with affected property owners and agencies to negotiate preserve areas within the 25,000-acre planning area; managing biological surveys, GIS database development and analyses, and document preparation. Negotiating take authorizations for nearly 100 sensitive plant and animal species, while preserving reasonable economic growth and private property rights throughout the city.

Oceanside Subarea HCP/NCCP – City of Oceanside, California. Managing preparation of the City's subarea HCP/NCCP under the MHCP of north San Diego County. Managed field surveys, GIS database development and analyses, and document preparation for the 27,000-acre planning area.

Flood Control Mitigation in North San Francisco Bay – Army Corps of Engineers. Performed field surveys and prepared documents concerning the effects of various flood control alternatives on threatened and endangered species associated with salt marsh habitats in San Rafael and Corte Madera, California. Prepared guidelines for mitigating impacts and enhancing habitat for salt marsh harvest mouse and California clapper rail.

Siting Analysis and Routing Recommendations for Natural Gas Pipelines – San Diego Gas and Electric Company. Served as overall strategic lead for pipeline routing studies, environmental impact assessment, permitting, and CEQA/NEPA documentation for construction of a 36-inch natural gas pipelines across San Diego County to the Mexican border. Managed a GIS study to find an environmentally preferred route and alternative routes for pipelines. Coordinated field mapping and surveys for sensitive biological resources. Worked with the client, subcontractors, and resources agencies to identify routing opportunities and constraints and to develop mitigation measures to protect sensitive resources pursuant to Section 7 of the Endangered Species Act and other applicable legislation. Coordinated all environmental and engineering disciplines in the consulting team.

Magma Power Geothermal Energy Permitting – Magma Power Company. Served as biological task manager for environmental documentation and permitting for two geothermal energy plants adjacent to the Salton Sea National Wildlife Refuge, Imperial Valley, California. Coordinated biological surveys and performed field surveys on sensitive wildlife species, including Yuma clapper rail, black rail, burrowing owl, gull-billed tern, white pelican, and wintering waterfowl. Surveyed existing power facilities for evidence of adverse impacts to wildlife, such as flight collisions with electrical lines. Served as liaison for biological issues between Magma Power Company, USFWS, California Department of Fish and Game, and California Energy Commission.



Lake Mathews Estates Stephens' Kangaroo Rat Survey – Riverside County Department of Transportation. Performed a trapping survey for populations of the endangered Stephens' kangaroo rat for a road widening project adjacent to the Lake Mathews Stephens' kangaroo rat wildlife preserve. Captured and identified numerous kangaroo rats and other rodent species, mapped occupied Stephens' kangaroo rat habitat, estimated population densities using burrow count surveys, and prepared the biological report.

Rancho Santa Margarita NCCP Sensitive Species Surveys – Santa Margarita Company. Coordinated and performed field surveys for the California gnatcatcher, coastal cactus wren, and other sensitive species in coastal sage scrub habitats on Rancho Santa Margarita, Orange County, California. Analyzed data and prepared reports for the NCCP program.

California City State Prison Site Desert Tortoise Surveys – California Department of Corrections. Managed desert tortoise surveys over approximately 2,000 acres on two potential prison sites. Trained field biologists in desert tortoise survey techniques, developed survey protocols, and reviewed the technical report.

Biological Resources Assessments in Riverside County – Pettis Tester Kruse & Krinsky. Managed and performed biological resources reconnaissance and sensitive species surveys for several proposed residential development sites in Riverside County, California. Sensitive species addressed included the California gnatcatcher, least Bell's vireo, orange-throated whiptail, and Stephens' kangaroo rat.

Kern River Pipeline Desert Tortoise Surveys and Construction Monitoring – Kern River Company. Managed large crews of biologists doing field surveys and construction monitoring for the federally threatened desert tortoise throughout California, Nevada, Utah, and Arizona. Trained field biologists in techniques for surveying and monitoring tortoise populations. Educated construction personnel about mitigation requirements for protecting tortoises during construction of a natural gas pipeline across Utah, Nevada, and California. Relocated tortoises from the impact area under a memorandum of understanding with the USFWS.

Desert Tortoise Surveys – Southern California Edison Company, El Paso Gas Company, Bureau of Veterans Affairs, and other clients. Performed surveys to identify desert tortoise populations and sign in proposed project areas, remove tortoises from impact areas, define mitigation measures, and prepare documentation.

Kofa Wildlife Preserve Construction Monitoring – Monitored construction of a natural gas pipeline across the Kofa Wildlife Preserve, Arizona, to minimize impacts to sensitive wildlife species. Species of interest included the desert tortoise and desert bighorn sheep.



Sensitive Resources Educational Program – San Diego Gas and Electric Company. Prepared a program to educate employees and contractors of San Diego Gas and Electric Company about sensitive biological resources in southern California and ways of avoiding or mitigating potential impacts to them during construction and maintenance of power facilities. Prepared and produced several educational brochures, slide lectures, and field trips.

Calistoga Geothermal Power Plant Biological Resources Assessment – Pacific Gas and Electric Company. Led a team that studied the impacts of geothermal energy development on sensitive wildlife species near Calistoga, California. Performed trapping and track-station surveys for sensitive wildlife species, including ringtails.

Central Arizona Canal Kit Fox Surveys – U.S. Department of Interior Bureau of Reclamation. Conducted field surveys to determine the impacts of the Central Arizona Canal on kit fox populations along 34 miles of canal right-of-way in southeastern Arizona.

El Vado to Abiquiu Electrical Transmission Line Biological Resources Assessment – New Mexico Power. Performed field surveys for sensitive wildlife species, including peregrine falcons, leopard frogs, elk, and bald eagles along a proposed powerline right-of-way between two hydroelectric dams in northern New Mexico.

Mount Lemon Ski Expansion Sensitive Species Surveys – Mount Lemon Ski Resort. Performed field surveys for Santa Catalina grey squirrels and other sensitive species on Mount Lemon, Arizona, for a proposed ski area expansion.

Technical Reviewer for:

Journal of Mammalogy
Journal of Wildlife Management
Ecology
Canadian Field-Naturalist
Animal Behavior
Great Basin Naturalist
Transactions, Western Section of the Wildlife Society
National Geographic Society--Research Grants

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Spencer, W.D. In Press. Recovery research for the endangered Pacific pocket mouse: An overview of collaborative studies. Symposium Proceedings. Planning for Biodiversity: Bringing Research and Management Together. U.S. Geological Survey, Biological



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Spencer, W.D. 1978. Habitat changes on easement properties in the Lower Wisconsin River Wildlife Area. *Interdep. Rep., Wisconsin Dep. Nat. Resource.* 76pp.

Selected Presentations

Spencer, W.D. 2003. Salvage translocation of endangered Stephens' kangaroo rats in a small, satellite population. Society for Conservation Biology, Duluth, Minnesota.

Spencer, W.D. 2001. The role of consultants in conservation science delivery. Invited presentation at Regional Conservation Planning (NCCP/HCP) Workshop. Western Section of the Wildlife Society. Sacramento, California.

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Spencer, W.D. 2001. Designing a translocation program to recover the critically endangered Pacific pocket mouse (*Perognathus longimembris pacificus*). American Society of Mammalogists. Missoula, Montana.

Spencer, W.D. 2000. Status of mammals in near coastal habitats, with emphasis on the endangered Pacific pocket mouse. Invited Symposium Presentation. Planning for Biodiversity: Bringing Research and Management Together. Pamona, California.

Spencer, W.D. 1997. U.S.-Mexican cooperation in the conservation of rare mammals: Workshop Introduction. International Theriological Congress IV. Acapulco, Mexico.

Spencer, W.D. 1997. Does the extremely endangered pacific little pocket mouse exist in Baja, California, Mexico? International Theriological Congress IV. Acapulco, Mexico.

Spencer, W.D. 1997. Linkage planning under severe constraints: gnatcatchers and the Oceanside stepping stone hypothesis. *Interface Between Ecology and Land Development in California*. J.E. Keeley, ed. Southern Calif. Acad. Sci., Los Angeles.



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- Spencer, W.D. 1990. Resource dispersion, information, and space-use patterns of vertebrates. Animal Behavior Society. Binghamton, New York.
- Spencer, W.D. 1988. Statistical moments for analyses of two-dimensional distributions in ecology. Southwest Association of Biologists. Portal, Arizona.
- Spencer, W.D. 1987. Spatial learning and models of foraging movements. Southwestern Association of Biologists. Flagstaff, Arizona.
- Spencer, W.D. 1987. Multiple central-place foraging in small carnivores. American Society of Mammalogists. Albuquerque, New Mexico.
- Spencer, W.D. 1986. On cognitive maps and the optimal use of home range. Animal Behavior Society. Tucson, Arizona.
- Spencer, W.D. 1982. An evaluation of the harmonic mean measure for defining carnivore activity areas. Invited Paper. International Theriological Congress. Helsinki, Finland.
- Spencer, W.D. 1982. Selection of resting and foraging sites by *Martes americana*. International Theriological Congress. Helsinki, Finland.
- Spencer, W.D. 1981. Rest-site selection by pine martens at Sagehen Creek, California. Western Section of The Wildlife Society. Reno, Nevada.

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EXPERTISE

CEQA Analysis
General Biological Surveys
Endangered Species Surveys

Avian Population Monitoring
Open Space Management
Bird Banding

EDUCATION

1988. Bachelor of Science degree in Biological Sciences, University of California, Irvine.

PROFESSIONAL EXPERIENCE

1995 to Present. Independent Biological Consultant.
1988 to 1995. Biologist, LSA Associates, Inc.
1987 to 1988. Independent Biological Consultant.

OTHER RELEVANT EXPERIENCE

Field Ornithologist, San Diego Natural History Museum Scientific Expeditions to Central and Southern Baja California, October/November 1997 and November 2003.
Field Ornithologist, Island Conservation and Ecology Group Expedition to the Tres Mariás Islands, Nayarit, Mexico, 23 January to 8 February 2002.
Field Ornithologist, Algalita Marine Research Foundation neustonic plastic research voyages in the Pacific Ocean, 15 August to 4 September 1999 and 14 to 28 July 2000.
Field Assistant, Bird Banding Study, Río Nambí Reserve, Colombia, January to March 1997.

BOARD MEMBERSHIPS, ADVISORY POSITIONS, ETC.

American Birding Association: Baja California Peninsula Regional Editor, *North American Birds*
Western Field Ornithologists: Publications Committee & Associate Editor of *Western Birds*
California Native Plant Society, Orange County Chapter: Conservation Chair
California Bird Records Committee (1998-2001)
Nature Reserve of Orange County: Technical Advisory Committee (1996-2001)

OTHER PROFESSIONAL AFFILIATIONS

American Ornithologists' Union
Cooper Ornithological Society
Association of Field Ornithologists
Institute for Bird Populations
Southern California Academy of Sciences
Western Foundation of Vertebrate Zoology

PERMITS

Federal 10(A)1(a) Permit No. TE-799557 to survey for the Coastal California Gnatcatcher and Southwestern Willow Flycatcher
Federal Bird Banding Subpermit No. 20431-AY

INSURANCE

\$2,000,000 liability policy (ITT Hartford) \$1,000,000 auto liability policy (State Farm)

PRINCIPAL PROFESSIONAL QUALIFICATIONS

Perform field work throughout southern California, including 1) floral and faunal surveys, 2) directed surveys for sensitive plant and animal species, including the California Gnatcatcher, Southwestern Willow Flycatcher, and Least Bell's Vireo, 3) open space monitoring and management, 4) vegetation mapping, and 5) bird banding. Recent experience includes:

Worked with study-design specialists and resource agency representatives to develop the long-term passerine bird monitoring program for the Nature Reserve of Orange County, and have directed its implementation since 1996. This includes 1) annual monitoring of 40 California Gnatcatcher and Cactus Wren study sites, and 2) oversight of 10 constant-effort bird banding stations operated each spring/summer by the Institute of Bird Populations under the Monitoring Avian Productivity and Survivorship (MAPS) program.

Developed wildlife-related performance standards for Phase I of the Playa Vista project in Playa del Rey, Los Angeles County, and conducted standardized breeding bird censuses within two existing "control" wetlands, one on-site and the other at Ken Malloy Harbor Regional Park.

Having prepared biological technical reports for numerous CEQA documents for projects throughout southern California, I am highly qualified to provide professional review of CEQA documents. Recent reviews include EIRs for the following projects:

- ▶ Tonner Hills Planned Community (residential, City of Brea)
- ▶ Villages of La Costa Master Plan (residential/commercial, City of Carlsbad)
- ▶ Whispering Hills (residential, City of San Juan Capistrano)
- ▶ Santiago Hills II (residential/commercial, City of Orange)
- ▶ Rancho Potrero Leadership Academy (youth detention facility/road, County of Orange)
- ▶ Saddle Creek/Saddle Crest (residential, County of Orange)
- ▶ Frank G. Bonelli Regional County Park Master Plan (County of Los Angeles).

References provided upon request.

PRESENTATIONS

Hamilton, R. A. 2001. Preliminary results of reserve-wide monitoring of California Gnatcatchers in the Nature Reserve of Orange County. Twenty-minute Powerpoint presentation given at the Southern California Academy of Sciences annual meeting at California State University, Los Angeles, 5 May 2001.

Hamilton, R. A. and K. Messer. 2002. 1999-2001 Results of Annual California Gnatcatcher Monitoring in the Nature Reserve of Orange County. Twenty-minute Powerpoint presentation given at the Western Field Ornithologists' annual meeting, Costa Mesa, California, 11 October 2002.

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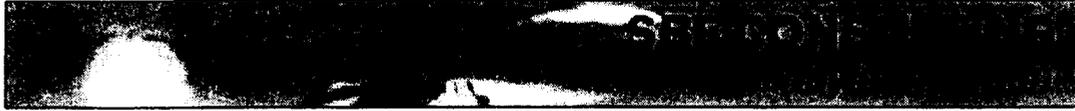
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- Hamilton, R. A., R. A. Erickson, E. Palacios, and R. Carmona. 2001+. *North American Birds Quarterly Reports for the Baja California Peninsula Region starting with the Fall 2000 season.*
- Hamilton, R. A. and R. A. Erickson. 2001. Noteworthy breeding bird records from the Vizcaíno Desert, Baja California Peninsula. Pp. 102-105 in *Monographs in Field Ornithology No. 3*. American Birding Association, Colorado Springs, CO.
- Hamilton, R. A. 2001. Log of bird record documentation from the Baja California Peninsula archived at the San Diego Natural History Museum. Pp. 242-253 in *Monographs in Field Ornithology No. 3*. American Birding Association, Colorado Springs, CO.
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Comments

Environmental Impact Statement/Subsequent

Environmental Impact Report (EIS/SEIR) for the proposed South
Orange County Transportation

Infrastructure Improvement Project (SOCTIIP)

SCH No. 2001061046 12-ORA-241 / FHWA-CA-EIS-0401-D TCA EIR-4

Prepared by the U.S. Department of Transportation Federal Highway
Administration and the Foothill/Eastern Transportation Corridor Agencies, Orange
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COMMENTS

On April 26th 2004 the U.S. Department of Transportation Federal Highway Administration in cooperation with the Foothill/Eastern Transportation Corridor Authorities issued an Environmental Impact Statement/Subsequent Environmental Impact Report (EIS/SEIR) for the proposed South Orange County Transportation Infrastructure Improvement Project (SOCTIIP). The EIS /SEIR discussed the potential environmental impacts of the proposed southern extension of existing State Route 241 (SR 241) also referred to as the Foothill Transportation Corridor-South (FTC-S), and many alternatives to this project. The EIS/SEIR presents 6 build alternatives for the FTC-S as well as two other project alternatives and compares them to projected impacts for two different No Build project alternatives.

My comments will address the analysis presented in the Air Quality Section of the EIS/SEIR (Section 4.7) as well as the Air Quality Technical Report (AQTR) on which Section 4.7 is based. In general, the presentation of so many project alternatives and the lack of organization in the air quality results make any review and critique difficult. My comments refer to the analysis of all project alternatives and the modifications and corrections I propose here would impact the results for all variations of the FTC.

In my comments I will also reference the traffic report assumptions used in the AQTR, because a great deal of inaccuracy in the air quality report stems from the incorrect and incomplete traffic analysis. The lack of feedback loops and omissions of induced travel greatly overestimate the benefit of the FTC-S on arterial traffic and underestimate the potential VMT for the project. There are many studies that have established that new highways induce new vehicle trips and usually fill to capacity within the first few years.¹ This omission of traffic feedback loops has resulted in unlikely air quality results that show that all eight of the project variations will result in a net decrease in certain air pollutants. A new air quality analysis should be required once the traffic report is revised to reflect a more probable scenario.

O21-322

As presented there are a number of problems beyond the incorrect traffic assumptions. The AQTR lacks complete information regarding the modeling assumptions used in the report and fails to include any model input/output to verify these assumptions. Without this information it is impossible to verify many of the claims presented in the EIS/SEIR.

O21-323

The AQTR uses several models, emissions factors, and modeling protocols that are either outdated or incorrect. It appears to use different versions of CARB's EMFAC model at different times with no justification. The AQTR does not adequately express the rationale for not using the latest version. In addition, the CO Hotspot analysis does not follow the protocol listed in the CO protocol document that it cites. Some of these errors may result in an underestimate of air quality impacts, especially those for construction emissions. In addition, there is no evidence provided to establish if construction emissions are fully mitigated, and many feasible construction mitigation measures are missing from the EIS/SEIR.

O21-324

¹"Induced Traffic Confirmed" see
<http://www.sierraclub.org/sprawl/transportation/seven.asp>

At several points in the AQTR, the consultants claim that PM10 and diesel particulate matter risk analysis cannot be carried out because there is no standard method. Not only do guidance documents and federal and state regulatory models exist to quantitatively assess these impacts, the AQTR also presents a qualitative analysis using methods it claims earlier did not exist. In the FHWA Guidance for Qualitative Project Level "Hot Spot" Analysis in PM-10 Nonattainment and Maintenance Areas, it states that if a quantitative assessment is made a qualitative one is not necessary, yet the EIS/SEIR relies on the qualitative argument when a quantitative one exists.

O21-325

While the diesel particulate matter risk analysis appears to follow standard procedure, there is no information as to how diesel emissions factors are derived and there is a general lack of modeling input data provided. The risk analysis also appears to neglect diesel risk from idling emissions caused by the potential toll facility and all non-diesel toxics.

O21-326

Finally, the document neglects to assess the potential impacts from PM2.5 emissions from the project. The emissions factor model used to assess operation air quality impacts (EMFAC2002) can also be used to generate emissions factors for PM2.5. In addition, reentrained emissions must be calculated from either AP-42 emissions factors or from the procedure approved by EPA for use in the South Coast. Because they represent 90% of on-road emissions, reentrained emissions must be included to provide an accurate assessment of impacts. The consultants could have provided this data as it was output from the same model files used to generate PM10 and other emissions factors.

O21-327

The AQTR erroneously provides a conclusion that because PM10 hotspots are not significant; therefore the PM2.5 impacts will not be either. However this is conclusion is baseless and a full discussion of the PM2.5 emissions should be provided. PM2.5 is a criteria pollutant and therefore under CEQA Appendix G, the EIS/SEIR must provide evidence that the project will not cause an exceedance of the federal standards or contribute a significant amount to an area which is in non-attainment). The South Coast Air Basin has recently been recommended as a non-attainment area for the federal PM2.5 standard by the ARB and EPA has agreed with that recommendation.

O21-328

I. CONSTRUCTION AIR QUALITY IMPACTS

A. CONSTRUCTION ANALYSIS USES OUTDATED METHODOLOGY

In section 4.1 of the AQTR the methodology for estimating construction emissions is discussed in some detail. According to the report, "[c]onstruction emission rates for large development projects have been estimated by the U.S. Environmental Protection Agency. According to the SCAQMD's 1993 CEQA Air Quality Handbook, the emission factor for disturbed soil is 0.40 tons of PM10 per month per acre" (AQTR p. 4.1). This emissions factor is based on an old U.S. EPA AP-42 emissions factor. More recently the Midwest Research Institute² developed a methodology for SCAQMD, which is an improvement and more accurate than the standard EPA AP-42 emissions factors.

O21-329

² Improvement of Specific Emission Factors (BACM Project No. 1), Final Report. Prepared by the Midwest Research Institute, South Coast AQMD Contract No. 95040, March 29th, 1996.

These emissions factors are also included in the URBEMIS2002 model which is available from SCAQMD's website.

O21-329

Even if the older emissions factor is used, the results reported for PM10 emissions do not make any sense. On page 4-29, Table 4-15 lists the PM10 fugitive emissions from grading emissions as 422.4 lbs/day and total PM10 emissions of 1,265 lbs/day. Using the emissions factor provided, 0.4 tons/acre-month, the table implies that there is only 15.84 acres of grading for the Initial FEC-S project. This number seems unlikely, especially given the fact that on page 4-7 the AQTR reports that grading will involve 14,600,000 cubic meters for the embankment, 32,400,000 cubic meters of soil for remedial grading, and 4,800,000 cubic meters of soil will be exported from the site. Using the basic emission facts from the MRI study, (0.059 tons PM10 emissions/1000 cubic yards of earth moved) the figures listed on page 4-7 indicate that 2,685 tons of PM10 emissions would result from project construction. Assuming a 42-month construction period, as listed in the AQTR, this would result in approximately 3 tons/day. This result differs significantly from those presented in the EIS/SEIR. Therefore a new EIS/SEIR should include the full details of all assumptions used to calculate these emissions. Preferably the URBEMIS2002 model could be used to estimate these results.

O21-330

In terms of construction equipment, it is puzzling that that AQTR uses emission factors that were initially published in 1985 in the EPA's AP-42 Compilation of Emission Factors. Especially when the URBEMIS2000 model is used to generate emissions for employee vehicle trips and heavy truck operations. First of all, URBEMIS2002 is the most recent model which contains the updated emissions factors from the California Air Resources Board EMFAC2002 emissions database. The EIS/SEIR contains a detailed construction equipment inventory, which could be used in conjunction with URBEMIS2002 or OFFROAD to generate accurate emissions. Secondly, the URBEMIS2002 model contains the CARB OFFROAD emissions factor database, which includes the most up to date emission factors for heavy-duty construction equipment. Given this fact, the construction estimates are inaccurate and should be recalculated with the most recent emissions factors.

O21-331

B. TRAFFIC CONSTRUCTION IMPACTS ARE OMITTED AND UNMITIGATED

There are several sources of construction emissions, diesel exhaust from construction equipment (both mobile and stationary) and fugitive dust. The FTC-S Project would require substantial demolition and earthmoving. The equipment used to move this amount of earth, including haul trucks to and from the construction site, would emit substantial amounts of diesel PM10, as well as CO, NOx, and ROG.

O21-332

The analysis provided in the AQTR includes combustion emissions from diesel powered equipment and worker trips, however, the impact of additional construction vehicles on the road network is not evaluated in the Traffic or Air Quality sections. The construction traffic impacts from haul trucks, (as well as worker trips) have not been addressed, quantified, or properly mitigated in the EIS/SEIR.

C. CONSTRUCTION DIESEL IMPACTS

On August 27, 1998, after extensive scientific review and public hearing, CARB formally identified particulate emissions from diesel-fueled engines as a toxic air contaminant. Diesel exhaust is a serious public health concern. It has been linked to a

O21-333

range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death. Fine diesel particles are deposited deep in the lungs and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death (CARB 6/98³).

The AQTR claims on several occasions that there are no guidelines for assessing the emissions of diesel particulate or the risk associated with these emissions. This is simply not the case. In fact, in Section 5 of the AQTR risk assessment, modeling for diesel exhaust is provided. Given that diesel exhaust emissions from stationary construction equipment have been determined in Section 4 of the AQTR, there is no reason why dispersion modeling could not be carried out to determine the potential risk for sensitive receptors and workers from construction emissions. Several agencies such as the Santa Barbara County Air Pollution Control District ("SBCAPCD") have created a guidance procedure for modeling construction exhaust emissions.⁴

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D. ADDITIONAL MITIGATION IS REQUIRED FOR CONSTRUCTION IMPACTS

The EIS/SEIR admits that all construction of any of the project build alternatives would result in significant impacts on a daily and quarterly basis. These impacts include ROG, NOx, CO, and PM10 construction emissions that (1) exceed thresholds of significance; (2) could potentially create new violations of federal and state ambient air quality standards on both PM10 and PM2.5 as well as ozone and could exacerbate existing violations of the standards; and (3) there is evidence that could cause significant cancer risks from diesel exhaust. The DEIR imposes certain mitigation measures, however these will not fully reduce emissions below significance thresholds. In this case all feasible measures are required to be implemented until the impact can be reduced to below significance. Thus, additional mitigation is required to reduce these impacts to a less than significant level.

O21-334

There are numerous additional relevant and reasonable measures contained in the CEQA guidelines and rules of air districts and other agencies that should be required for this Project to mitigate the significant fugitive dust impacts discussed in the EIS/SEIR. Further, several agencies have conducted comprehensive studies of fugitive dust control measures to bring their region into compliance with federal ambient air quality standards on PM10.

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Clark County, Nevada, has sponsored research, passed regulations (Rule 94), and published best management practices for controlling fugitive dust from construction activities.⁵ Clark County's *Construction Activities Notebook* contains a comprehensive

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³ California Air Resources Board (CARB), Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.

⁴ Santa Barbara County Air Pollution Control District, Authority to Construct Permit Processing Manual, Air Quality, Impact Analysis (Inert Modeling), October 10, 1987.

⁵ P.M. Fransioli, PM10 Emissions Control Research Sponsored by Clark County, Nevada, Proceedings of the Air & Waste Management Association's 94th Annual Conference & Exhibition, Orlando, FL, June 24-28, 2001.

list of best management practices. Similarly, Arizona has developed guidance to control fugitive PM10 emissions.⁶

Some of the measures included in these agency guidelines that should be considered for adoption here are listed below:

- For backfilling during earthmoving operations, water backfill material or apply dust palliative to maintain material moisture or to form crust when not actively handling; cover or enclose backfill material when not actively handling; mix backfill soil with water prior to moving; dedicate water truck or large hose to backfilling equipment and apply water as needed; water to form crust on soil immediately following backfilling; and empty loader bucket slowly; minimize drop height from loader bucket. (CCHD)⁷
- During clearing and grubbing, prewet surface soils where equipment will be operated; for areas without continuing construction, maintain live perennial vegetation and desert pavement; stabilize surface soil with dust palliative unless immediate construction is to continue; and use water or dust palliative to form crust on soil immediately following clearing/grubbing. (CCHD)
- While clearing forms, use single stage pours where allowed; use water spray to clear forms; use sweeping and water spray to clear forms; use industrial shop vacuum to clear forms; and avoid use of high pressure air to blow soil and debris from the form. (CCHD)
- During cut and fill activities, prewater with sprinklers or wobblers to allow time for penetration; prewater with water trucks or water pulls to allow time for penetration; dig a test hole to depth of cut to determine if soils are moist at depth and continue to prewater if not moist to depth of cut; use water truck/pull to water soils to depth of cut prior to subsequent cuts; and apply water or dust palliative to form crust on soil following fill and compaction. (CCHD)
- For large tracts of disturbed land, prevent access by fencing, ditches, vegetation, berms, or other barrier; install perimeter wind barriers 3 to 5 feet high with low porosity; plant perimeter vegetation early; and for long-term stabilization, stabilize disturbed soil with dust palliative or vegetation or pave or apply surface rock. (CCHD)
- In staging areas, limit size of area; apply water to surface soils where support equipment and vehicles are operated; limit vehicle speeds to 15 mph; and limit ingress and egress points. (CCHD)
- For stockpiles, maintain at optimum moisture content; remove material from downwind side; avoid steep sides or faces; and stabilize material following stockpile-related activity. (CCHD)

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⁶ Arizona Department of Environmental Quality ("ADEQ"), Air Quality Exceptional and Natural Events Policy PM10 Best Available Control Measures, June 5, 2001.

⁷ The following acronyms are used in this listing of mitigation measures: ADEQ = Arizona Department of Environmental Quality; BCAQMD = Butte County Air Quality Management District; CCHD = Clark County (Nevada) Health Department; MBUAPCD = Monterey Bay Unified Air Pollution Control District; SBCAPCD = Santa Barbara County Air Pollution Control District; SJVUAPCD = San Joaquin Valley Unified Air Pollution Control District; SLOCAPCD = San Luis Obispo County Air Pollution Control District.

- To prevent trackout, pave construction roadways as early as possible; install gravel pads; install wheel shakers or wheel washers, and limit site access. (CCHD)
 - When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained. (BAAQMD, SJVUAPCD, Rule 403 Handbook, ADEQ)
 - All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (BAAQMD) *(The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)* (SJVUAPCD)
 - Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. (SJVUAPCD, ADEQ)
 - During initial grading, earth moving, or site preparation, projects 5 acres or greater may be required to construct a paved (or dust palliative treated) apron, at least 100 ft in length, onto the project site from the adjacent site if applicable. (BCAQMD)
 - Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hrs. (BCAQMD, MBUAPCD, CCHD)
 - Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions. (BCAQMD)
 - Gravel pads must be installed at all access points to prevent tracking of mud on to public roads. (SBCAPCD)
 - The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. (SBCAPCD, SLOCAPCD)
 - Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans. (SBCAPCD, SLOCAPCD)
 - All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. (SLOCAPCD)
 - Barriers with 50% or less porosity located adjacent to roadways to reduce windblown material leaving a site. (Rule 403 Handbook)
 - Limit fugitive dust sources to 20% opacity. (ADEQ)
 - Require a dust control plan for earthmoving operations. (ADEQ)
- All of these measures are feasible and various combinations of them are routinely required elsewhere to reduce fugitive PM10 emissions. See the fugitive dust control

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program for the Big Dig (Kasprak and Stakutis 2000⁸), for the El Toro Reuse Draft EIR⁹, and for the Padres Ballpark Final EIR.¹⁰ The implementation of all of these measures likely would not reduce fugitive PM10 emissions below the SCAQMD significance threshold for this project. Thus, they should all be required to satisfy the County’s obligation to impose all feasible mitigation.

O21-336

II. ERRORS AND OMISSIONS FOR LOCAL AIR QUALITY IMPACTS

A. CO HOTPOT ANALYSIS

The CO hotspot analysis presented in the EIS/SEIR is based on the traffic volumes estimated in the traffic report. As discussed in my introductory comments and Caroline Rodier’s comments, there are several reasons why the traffic analysis will underestimate the potential traffic volumes/congestion and VMT, which is critical. These numbers will substantially change once traffic impacts include induced travel and feedback loops. The CO analysis is based on using the average speeds and peak traffic volumes, therefore the CO hotspot analysis should be revised once a more appropriate traffic analysis is completed.

O21-337

CalTrans and CARB CO hotspot guidance requires that the “worst case” scenario be used to identify CO hotspots and specifically requires analyzing the build year. This includes using concurrent meteorology, traffic, and worst-case background concentration.¹¹ EPA requires analyzing the year with worst conditions adding background and project emission. According to the EIS/SEIR (p. 4-40) the worst-case background concentrations are in 2008. However, the CO hotspot analysis is carried out for 2025. In addition, the 2008 interpolated background concentration appears to be low. Furthermore in Table 4-30 on page 4-44 of the AQTR, the 2008 CO concentration presented for the worst-case intersection is lower than the 2025 CO concentrations. While the 2008 concentrations should be determined at ALL intersections chosen, this result is strange that given the higher 2008 background concentrations and CO emissions in 2008 will be higher than 2025. According to the AQTR, reductions in CO by 2025 from 2008 will be well over 1.3 million kilograms per day. The CO concentration results do not

O21-338

⁸ A. Kasprak and P.A. Stakutis, A Comprehensive Air Quality Control Program for a Large Roadway Tunnel Project, Proceedings of the Air & Waste Management Association’s 93rd Annual Conference 7 Exhibition, June 18-22, 2000.

⁹ County of Orange, Draft Environmental Impact Report No. 573 for the Civilian Reuse of MCAS El Toro and the Airport System Master Plan for John Wayne Airport and Proposed Orange County International Airport, Draft Supplemental Analysis, Volume 1, April 2001, pp. 2-121 to 2-123.

¹⁰ City of San Diego, Final Subsequent Environmental Impact Report to the Final Master Environmental Impact Report for the Centre City Redevelopment Project and Addressing the Centre City Community Plan and Related Documents for the Proposed Ballpark and Ancillary Development Projects, and Associated Plan Amendments, V. IV. Responses to Comments, September 13, 1999, pp. IV-254 to IV-256.

¹¹ Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-RR-97-21, Revised 1997, Institute for Transportation Studies University of California, Davis, Prepared for the Environmental Division, California Department of Transportation. Appendix B.

make sense as they are presented and should be presented for the worse case year (2008) in a revised EIS/SEIR.

O21-338

The AQTR also fails to follow conformity requirements by using receptor locations at 8m from the intersections (AQTR p. 3-33) as opposed to 3m, which is the required distance according to Caltrans. This error could result in an underestimate of the CO concentrations. In addition, EPA conformity requirements specify that all intersections which operate or will be operating at LOS D or worse shall be included in the modeling, not just a selected number which the report claims meets EPA's requirements. The modeling does not include enough receptors are used and detailed information on receptor placement should be provided. These errors must be corrected in a revised EIS/SEIR.

O21-339

B. PM10 HOTSPOT ANALYSIS

Section 93.116 of the transportation conformity rule states "that any project-level conformity determination in a PM-10 nonattainment or maintenance area must document that no new local PM-10 violations will be created and the severity or number of existing violations will not be increased as a result of the project."¹²

The EIS/SEIR's qualitative analysis of PM10 hotspots is flawed many ways and fails almost entirely to follow FHWA's Guidance. Because it relies on overly optimistic estimates of congestion reduction on arterial roads and omits travel feedback loops and induced travel effects. There is no justification of the year 2025 as being worst case year and the background level assumed for that year does not account for the increased emissions projected in future. The qualitative analysis concludes "the number and severity of PM10 hot spots would not be increased, and in fact would like be decreased with the project alternatives in comparison to the No Action alternatives" (AQTR p. 4-67). However, there is no actual analysis or data presented to back up that claim. A "reasoned and logical explanation" is required which explains the basis for any conclusions and documents them.

O21-340

The documents fails to follow the FHWA PM-10 Guidance in the following ways:

- Consultation used to agree upon the methods and assumptions and analytical method to be used
- Consultation done on whether the requirements of the Guidance have been met and whether any new violations are expected
- The worst case year was analyzed
- A conceptual or more technically rigorous comparison with a no build alternative
- Discuss modes, volumes, speeds, land use patterns and trends
- Describe VMT changes, especially for diesels and diesel routes
- Describe vehicle mix, speed and volume estimation method

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¹² Guidance for Qualitative Project Level "Hot Spot" Analysis in PM-10 Nonattainment and Maintenance Areas Federal Highway Administration Office of Natural Environment, September 2001

- Include emissions from construction projects in the area
- Discuss likelihood of violations for each scenario
- Present mitigation
- Include reentrained emissions

O21-341

Although the AQTR claims that “At this time, there is no PM10 quantitative analysis guidance established by EPA or the California Department of Transportation (Caltrans) for PM10 analysis. The CALINE4 model was used for the PM10 hot spot analysis” (AQTR 3-32). In section 5.2 of the AQTR, the modeling results are prefaced with the caveat that “[t]he quantitative forecasting of PM10 concentrations is controversial, and the reader should be aware that, whereas considerable research has been conducted in developing modeling approaches for CO, more research needs to be conducted before PM10 concentrations can be forecasted with the same level of certainty” (AQTR p. 5-40). However, given the controversial nature of the issue, it is strange that the AQTR does not contain adequate information as to how the modeling was carried out. It is unclear what emissions factors are used as input into the CALINE4 model. In addition, depending on what emissions factors were used, PM10 road emissions may not include re-entrained road dust, which is a potentially significant source of PM10. Thus the PM10 hotspot analysis is potentially an underestimate of the true impacts.

O21-342

To add to the confusion, Tables 4-34, 39, 44, 47 claim to report PM10 hotspots in their title, but PM10 concentrations are not presented in the tables. With all these errors the project is not shown as increasing state violations compared with the No Build, though it does increase them from current levels in some locations. However, many of the locations, which currently show no degradation as compared with the No Build alternative, could quite possibly do so with proper analysis, including the likelihood of violations of federal standards. PM10 hotspot analysis should be redone to include realistic traffic volumes and all potential mobile emissions, the model input/output files should be included in a new revised EIS/SEIR.

O21-343

III. ERRORS AND OMISSIONS IN REGIONAL IMPACTS ANALYSIS

A. AIR TOXICS ANALYSIS

All of the 6 FTC alternatives will involve a high volume of motor vehicles that emit toxic air contaminants that have the potential to increase the cancer risks for nearby residents, workers, and drivers. The project also includes 5 new intersections that could potential effect sensitive receptors such as the elderly, chronically ill, and young children at school locations. Diesel exhaust is one major mobile source of toxic air emissions, however, motor vehicles also emit hydrocarbons that are known carcinogens such as benzene, butadiene, and formaldehyde.

O21-344

The EIS/SEIR provides very little analysis of the potential air toxics impacts from the project. And overall the EIS/SEIR is lacking any local scale analysis at impacted intersections or at the potential toll both. Workers at toll both locations would be at high risk from diesel exhaust emissions because of potentially high idle times.

The AQTR claims that “[t]he EPA has not yet determined how best to evaluate the impact of future roads and intersections on the ambient concentrations of urban air toxics. There are no standards for mobile source air toxics and there are no tools to determine the significance of localized concentrations or of increases or decreases in emissions. Without the necessary standards and tools, FHWA believes that it cannot analyze the specific impacts of roadway projects in any meaningful way” (AQTR p. 4-77).

O21-345

While the AQTR claims there are no quantitative tools to assess the toxic air contaminant impacts, this is not the case. In fact the tools available to do so are presented in Section 5 of the AQTR (CARB and SCAQMD references given on page 5-52) where a quantitative analysis of potential cancer risks from diesel particulate matter is presented. The U.S. EPA has also issued a guidance document for conducting modeling of air toxics in urban areas.¹³ In addition, the California Air Resources Board is developing methods for developing neighborhood scale air toxic assessments as part of the Barrio Logan Study, in San Diego.¹⁴ These documents and several others provide the basis for a full air toxics assessment.

The AQTR provides an assessment of health risks from air toxics, but attempts to dismiss the findings of its own modeling. In chapter 5, the AQTR claims that, “[t]his analysis is for information only as there is not yet wide agreement about the effects of diesel particulate matter (DPM), or the methodology to analyze the effects” (page 5-51). This is false. The EPA (under review of the Clean Air Scientific Advisory Committee), the International Agency for Research on Cancer, the National Toxicology Program, and the National Institute for Occupational Safety and Health, have all designated DPM a “likely/2A/reasonably anticipated to be carcinogenic in humans/probable” carcinogen. It may be the case that there is a lack of agreement as to the unit risk factor for DPM. In which case the ambient concentration levels modeled should be presented rather than the calculated risk, which they are not.

O21-346

The modeling presented in Chapter 5 of the AQTR is generally lacking sufficient detail in order to tell if such modeling was done correctly. There is no information given as to assumptions as to model year, meteorology, truck traffic mix, EMFAC emissions factors, and assumptions for VMT, including specifying which dispersion model was used. Model output files should be provided in a technical appendix for the revised air quality report.

O21-347

As mentioned before if the truck traffic emissions factors used are based on VMT assumptions from the traffic report, then risk factor estimates will be low. It is also of note that the results are lower than the SCAQMD “MATES II” study that characterizes the ambient levels of toxic air contaminants basin wide. The AQTR claims that this is because the modeling uses emission factors that include future reductions to DPM emissions. These reductions are in the “future” and do not account for the worst-case scenario emissions which will occur at project build-out in 2008. In addition, the emission factors potentially overestimate the benefits from pending diesel control requirements.

O21-348

¹³ Example Application of Modeling Toxic Air Pollutants in Urban Areas, U.S. EPA, Office of Air Quality Planning and Standards, EPA-454/R-02-003, June 2002. (<http://www.epa.gov/scram001/tt25.htm>)

¹⁴ See http://www.arb.ca.gov/ch/aq_result/barriologan/barriologan.htm

While the numbers presented in Table 5-25 are below the significance threshold of 10 in one million, they fail to include additional risk from other air toxics from motor vehicle exhaust emissions, which could potentially increase the risk above the significance threshold. There are several schools located within 1 Km of the FTC, which are listed in Table 3-3 of the AQTR. At minimum a full air toxics assessment from mobile emissions should be completed for those sites. In addition, mitigation measures should be included to offset emissions.

O21-349

B. PM 2.5

On July 17th, 1997, the Environmental Protection Agency (EPA) announced new standards for particulate matter (PM) under the national ambient air quality standards (NAAQS). EPA revised the primary (health-based) PM standards by adding a new annual PM 2.5 standard set at 15 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and a new 24-hour PM 2.5 standard set at 65 $\mu\text{g}/\text{m}^3$.

The State of California has also established ambient air quality standards for PM, which are more stringent than the federal standards. In June of 2002, the California ARB adopted new, revised PM standards for outdoor air, lowering the annual PM10 standard from 30 $\mu\text{g}/\text{m}^3$ to 20 $\mu\text{g}/\text{m}^3$ and establishing a new annual standard for PM2.5 of 12 $\mu\text{g}/\text{m}^3$.

Historically, health impacts due to particulate matter were regulated through ambient air quality standards for PM10. However, a substantial amount of important new research has been published, documenting new health impacts at much lower concentrations and for different size fractions of particulate matter than was previously known and was reflected in ambient air quality standards. (U.S. EPA 4/96;¹⁵ U.S. EPA 3/01.¹⁶) This new information led the U.S. EPA and California to propose new ambient air quality standards for PM2.5

O21-350

This new research documents that the inhalation of particulate matter, particularly the smallest particles, causes a variety of health effects, including premature mortality, aggravation of respiratory (e.g., cough, shortness of breath, wheezing, bronchitis, asthma attacks) and cardiovascular disease, declines in lung function, changes to lung tissues and structure, altered respiratory defense mechanisms, and cancer, among others. (U.S. EPA 4/96; 61 FR 65638.¹⁷) A recent article linked long-term exposure to combustion-related fine particulate air pollution to cardiopulmonary and lung cancer mortality.¹⁸ Particulate matter is a non-threshold pollutant, which means that there is some possibility of an adverse health impact at any concentration. See *American Trucking v. EPA: Unjustified Revival of the Nondelegation Doctrine*, 23-SPG *Environ. L. & Pol'y J.* 17, 26.

¹⁵ U.S. Environmental Protection Agency, Air Quality Criteria for Particulate Matter, Report EPA/600/P-95-001aF through 001cF, April 1996.

¹⁶ U.S. EPA, Air Quality Criteria for Particulate Matter, Second External Review Draft, March 2001.

¹⁷ National Ambient Air Quality Standards for Particulate Matter: Proposed Decision, *Federal Register*, v. 61, no. 241, December 13, 1996, pp. 65638-65675.

¹⁸ A.A. Pope and others, Lung Cancer, Cardiopulmonary Mortality, and Long-term Exposure to Fine Particulate Air Pollution, Journal of the American Medical Association, v. 287, no. 9, pp. 1132-1141.

The U.S. EPA, in its review and analysis of this new information, concluded that coarse and fine particles have fundamentally distinct physical and chemical properties and health effects, and thus should be separately regulated and measured so that effective control strategies could be developed. (U.S. EPA 4/96, pp. 13-93.) To address this issue, the U.S. EPA promulgated a new national ambient air quality standard for PM_{2.5} in 1997 (62 FR 38652¹⁹) of 15 µg/m³ annual average and 65 µg/m³ 24-hour average. These standards are not subsets of the old PM₁₀ standards, but new standards for a separate pollutant with distinguishable impacts.

O21-350

The EPA has recommended that the South Coast Air Basin be designated, including Orange County, in non-attainment for PM₁₀ (invaluable particles 10 microns or less in diameter). The EPA has established new particulate standards targeting even smaller particles, those 2.5 microns or less. EPA has recently published the attainment/non-attainment designations with respect to the PM_{2.5}. Orange County will be designated as part of a non-attainment area for PM_{2.5}.

The AQTR and EIS/SEIR lack any real analysis for PM_{2.5}. CEQA requires that the project determine if there will be a significant increase in pollutants for which the region is in non-attainment. Given the region is about to be designated in non-attainment for the federal PM_{2.5} standard, a basic assessment of PM_{2.5} emissions should be determined for this project.

O21-351

The AQTR excuses the lack of PM_{2.5} analysis, claiming “[m]ultiple federal and state agencies are working on methods to estimate emission inventories for regional assessments, dispersion methods and methods for estimating emissions at a project level. At this time adequate tools are not available to perform a detailed assessment of PM_{2.5} emissions and impacts at the project level. Further, there are no good references to determine significance thresholds for PM_{2.5} emissions. As the extent of violations and sources of PM_{2.5} concentrations are investigated, it is anticipated that thresholds will be developed” (AQTR p 5-5).

O21-352

While it is true there are no specific significance thresholds set for PM_{2.5}, there are several models and analytical tools available to determine if PM_{2.5} emissions will create future barriers to regional attainment of the federal standard. ARB’s EMFAC model provides PM-2.5 emissions information, as does AP-42 for reentrained emissions, which must be included for an accurate impact assessment. We know that any increase in emissions will be likely to exacerbate existing violations of standards occurring in Orange County.

O21-353

EPA has issued a draft guidance document to assess PM_{2.5} impacts²⁰, in addition there are several regulatory models which can be adapted to model the dispersion of PM_{2.5}, such as CALINE 4 and CTDMPLUS and the Urban Airshed Model. The EMFAC2002 model program can estimate PM_{2.5} emissions from mobile sources.²¹

O21-354

¹⁹ National Ambient Air Quality Standards for Particulate Matter: Final Rule, Federal Register, v. 62, no. 138, July 18, 1997.

²⁰ Draft “Guidance for Demonstrating Attainment of Air Quality Goals for PM_{2.5} and Regional Haze”, January 2001, <http://www.epa.gov/scram001/tt25.htm#guidance>

²¹ Emfac2001/Emfac2002, version 2.08 version 2.20, Calculating emission inventories for vehicles in California User’s Guide

A full analysis of the operation emissions and resultant concentrations should be included in a revised EIS/EIR.

O21-354

While the EIS/SEIR claims that net PM10 emissions will be below significance thresholds, this assessment is based on the omission of feedback loops and induced traffic. PM2.5 is a subset of total PM10 emissions. A full inventory of PM2.5 emissions from the Project should be determined, including the identification of potential PM2.5 hotspots from traffic, as well as PM2.5 emissions from construction activities.

O21-355

CONCLUSION

As discussed above there are immense numbers of errors and omissions in the air quality analysis for the FTC project, which render the EIS/SEIR inaccurate. Air Quality impacts have been based on a traffic impact analysis, which overestimates the reduction in arterial traffic and potentially underestimates VMT (see Table 2a). Because the inputs to the air quality modeling are in doubt, the results themselves are also dubious. In general, the lack of organization of the EIS/SEIR and AQTR and the large number of project alternative make it difficult to catch all the inconsistencies, however many have been mentioned in the comments above, such as the construction emissions results.

O21-356

While there is an overwhelming lack of detailed information as to how the results were derived, what is presented show that several modeling guidelines were not followed. The CO, PM10, and construction emissions data do not follow standard modeling guidelines. In several occasions, qualitative results are presented with the claim that no modeling protocols exist, while later in the AQTR quantitative results are presented. These errors and oversights must be corrected in a new revised EIS/SEIR.

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EDUCATION

Cornell University, B.A. December 1988 in Physics, special focus on Social Studies of Science and Technology.
University of California at Berkeley, Jan. 1993 - May 1995. Post-Bachelor studies in Environmental Engineering.
University of California at Davis. M.S. June 1997 in Atmospheric Science, special focus on Air Quality.

RESEARCH EXPERIENCE

Communities for a Better Environment, SF, CA

July 1997 – July 1999

Staff Scientist

- Developed QA/QC procedure for community based sampling program
- Ran EPA regulatory models to assess population exposure to air pollution
- Conducted Environmental Justice research using GIS population exposure modeling
- Reviewed and summarized recent research on MTBE
- Reviewed and analyzed EPA's Toxic Release Inventory

Biogeochemistry Lab, UC Davis

March 1996 - Oct 1996

Researcher and Lab Assistant

- Designed and implemented apparatus to measure for atmospheric selenium
- Conducted fluorescence analysis for trace levels of selenium in atmospheric samples
- Received UC Davis Jastro Sheilds Research Fellowship 1996

Crocker Air Quality Group, UC Davis

Oct 1995 – June 1997

Research Associate

- Analyzed PM10 data from National Parks Network
- Monitored PM10 emissions from agricultural practices
- Conducted research on urban PM10 and asthma

Heat Islands Project Jan 1993 - May 1995

Energy and the Environment Division, Lawrence Berkeley Laboratory, Berkeley, CA

Research Associate

- Designed, programmed, and installed meteorological equipment
- Analyzed meteorological and energy use data using SAS
- Acquired and analyzed remote sensing data

Current Associate Member: Air and Waste Management Association

PUBLICATIONS

B.Fishman, "The Bucket Brigade Manual: Take Back Your Air", Third Edition, October 1999, Communities for a Better Environment

H.Akbari, S. Bretz, B.Fishman, J. Hanford, A. Rosenfeld, D. Sailor, H. Taha, "Monitoring Peak Power and Cooling Energy Savings of Shade Trees and White Surfaces in the Sacramento Municipal Utility District (SMUD) Service Area", First Year Final Report, December 1992, LBL Report 33342.

H.Akbari, S. Bretz, B.Fishman, J. Hanford, D. Kurn, H. Taha, "Monitoring Peak Power and Cooling Energy Savings of Shade Trees and White Surfaces in the Sacramento Municipal Utility District (SMUD) Service Area", Second Year Final Report, July 1993, LBL Report 34411.

B. Fishman, H. Akbari, H. Taha, Meso-Scale Climate Effects of High Albedo Surfaces at White Sands, New Mexico. LBL Report 35056, 1994.

PROFESSIONAL EXPERIENCE

Private Consultant

August 1999-Present

- Reviewed Bay Area Clean Air Plan and Ozone Attainment Plan and prepared comments
- Testified for local environmental groups in court and reviewed environmental impact reports
- Ran EPA regulatory models and risk assessments for proposed facilities and facility expansions
- Advised community based groups and helped to identify pollution sources in their neighborhood

Project Create, East Bay Depot for Creative Reuse, Oakland, CA

August 1999 – August 2001

Program Manager

- Supervised staff to implement free environmental education program for Alameda County Schools
- Planned, improved, and assessed all program, curriculum, and educational materials
- Wrote grants, and managed all financial aspects, including reporting to funders

Destiny Arts Center, Oakland, CA

June 1995 – January 2002

Program Coordinator, Environmental/Outdoor Education Program

Instructor, Youth Leadership Program

- Plan and lead environmental education, environmental justice, and outdoor adventures trips
- Train high school youth to teach violence prevention, conflict resolution, and self defense to peers

Communities for a Better Environment, SF, CA

July 1997 – July 1999

Staff Scientist/Community Organizer/Youth Program Coordinator

- Coordinate joint CBE/Contra Coast County/community based air sampling program
- Provide leadership development and environmental justice training for a group of 7-12th graders
- Inform and organize community members around environmental issues

San Francisco State University, SF, CA

January 1999 – June 1999

Department of Geosciences, Lecturer



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San Francisco, California 94102

**Subject: Comments on the Environmental Impact Statement/Subsequent
Environmental Impact Report for the South Orange County Transportation
Infrastructure Improvement Project**

Dear Mr. Vespa:

Soil Water Air Protection Enterprise (SWAPE) is pleased to present our comments on the Environmental Impact Statement/Subsequent Environmental Impact Report ("EIS/SEIR") for the proposed South Orange County Transportation Infrastructure Improvement Project. The following comments were prepared to identify potential impacts of the project on water quality from areas of chemical usage and hazardous waste disposal, impacts from the project on impaired waterways and effectiveness of proposed mitigation measures, and impacts on surfing beaches from changes in sediment delivery to the coast. We have concluded the EIS/SEIR fails to recognize and adequately mitigate several major potential impacts to water quality from Toll Road construction and operation as follows.

O21-357

The EIS/SEIR fails to consider threats to water quality from known and potential sources of hazardous waste, in particular Camp Pendleton, the Capistrano Test Site, and the former Ford Aerospace facility. These contiguous facilities border nine stream miles of the San Mateo Creek watershed. Known chemical usage and disposal at these facilities is not listed in the EIS/SEIR. The activities listed below have been recently appreciated by regulatory agencies to pose threats to water quality:

O21-358

- **Rocket testing:** The TRW Capistrano Test Site is the site of 28,000 rocket tests using fuel that likely contains extremely toxic compounds, including NDMA, which is hazardous to human health at the part per trillion level according to California Department of Health Services.

- **Rangelands:** The extent of rangelands at Camp Pendleton has been vastly underestimated and over one million rounds of ammunition used at the base annually are known to contain perchlorate, a compound that U.S. EPA believes to be toxic at one part per billion, and a compound that is extremely mobile in surface water and groundwater.
- **Weapons testing:** The Ford Aerospace facility manufactured and tested weaponry and ammunition, including depleted uranium rounds, and stored propellants at the site: the facility was closed in 1995 by government agencies, years before they gained an appreciation of chemical usage associated with these activities including potential use of perchlorate.

O21-358

Workers may face exposure to residual chemicals in soil and groundwater during construction of the Toll Road. Additionally, residual chemicals from these activities have the potential to move from these facilities into waterways routed by the Toll Road and into proposed detention basins where the public and wildlife may be exposed.

O21-359

In addition to the failure to recognize potential hazardous waste issues, the EIS/SEIR fails to recognize the impaired status of watersheds in areas considered for development. Because of this oversight, proposed mitigation measures are not designed to address these impairments and may therefore be ineffective in preventing further degradation of the streams. Determining the effectiveness of any of the mitigation measures is not possible in the EIS/SEIR as written because it does not provide a baseline water quality study and proposes no monitoring of water quality to measure the effectiveness of the proposed mitigation measures against the baseline.

O21-360

The EIS/SEIR fails to acknowledge the world-class status of surfing beaches at the mouth of San Mateo, including Lower Trestles (“the Yosemite of surfing”) and how disruptions in the sediment budget through use of dozens of planned detention basins may impact sediment flow to the beach. In trapping sediment, the detention basins act as a sink, removing sediment from the hydrologic system which nourishes surfing beaches. Even a slight decrease in sediment input may tip a fragile natural equilibrium that currently supplies cobblestones to a reef over which perfectly formed waves break left and right year round. A defensible estimate of the impacts from Toll Road construction to this irreplaceable resource can only be made by establishment of a baseline sediment budget which quantifies current sources, sinks, sizes, quantities, and timing of sediment flow within the San Mateo Creek watershed and to the shoreline.

O21-361

Finally, estimates on changes in water quality and sediment transport can only be made through use of a “watershed approach,” a physically-based strategy favored by regulatory agencies, to consider cumulative impacts from the construction the Toll Road in combination with of 17,000 housing units that are proposed in the Ranch Plan DEIR.

O21-362

Potential Impacts from Hazardous Waste Sites

The EIS/SEIR lists among its objectives “to assess the potential for contamination, exposure and related risks associated with excavating these areas during the construction” the Toll Road. The EIS/SEIR and supporting documents fail to meet this objective by:

O21-363

- Failing to recognize usage of chemicals which agencies have recently appreciated as acute threats to water quality and to human and ecologic health;
- Failing to identify and map specific areas where chemical have been used and wastes have been disposed, including Camp Pendleton, the Capistrano Test Site, and Ford Aerospace.

O21-363

Camp Pendleton

(a) The proposed Far East Toll Road alignments traverse over four miles of the westernmost extent of Camp Pendleton (Fig. 1). Camp Pendleton is 125,000 acres in size and serves as the primary amphibious training center on the west coast and as an ammunition depot. The site is listed on the federal Superfund National Priority List (NPL) conferring its status as one of the 1,200 most contaminated sites in the country. The EIS/SEIR makes no mention of the Superfund listing and does not describes the types of contaminants that have been documented in sampling of soil and groundwater at the base, despite its obvious significance as a potential source of exposure to hazardous waste and unexploded ordnance during the construction of the project and following its completion. Contaminants in soil and groundwater at the base and in areas downstream where they may have been deposited have the potential to be exposed by workers upon construction of the project. These contaminants may also be washed into the to the project's engineered drainage system and into detention basins where the public and wildlife may be exposed.

O21-364

According to the U.S. EPA, contaminants at Camp Pendleton have been described as follows:

“There are 233 UST [underground storage tank] sites that are known to be contaminated and are in various stages of investigation and remediation. Approximately 538 USTs have been removed under the oversight of the RWQCB. Releases from USTs have significantly impacted ground water. Contaminated ground water is known to be impacting one surface water body (Las Flores Creek). Contaminants of concern include BTEX, MTBE and TPH [gasoline components]. Several UST locations have had several feet of free floating product.”

“Fuel, polychlorinated biphenyls (PCBs), pesticides, herbicides, solvents, and metals are the major contaminants of concern in soils. There are 45 Comprehensive Environmental Response Compensation and Liability Act (CERCLA) sites on the base that have been identified as requiring further investigations. CERCLA Records of Decision (RODs) have been approved for Operable Units (OU) 1, 2 and 3. The remedial activities for OU3 are currently underway. Removal actions have been completed at Sites 3 and Site 6 and were documented in the OU2 ROD. Contaminated soils were moved to the former base landfill, the Box Canyon landfill, Site 7, which has been designated as a CAMU for all contaminated soils at the base. A ROD amendment is expected for OU3 because the DOD has closed the landfill to remediation waste”

([http://yosemite.epa.gov/r9/r9coract.nsf/0/1adeca49bc374ff688256acd00630968/\\$FILE/USMC%20Camp%20Pendleton%20533%20+%2000.pdf](http://yosemite.epa.gov/r9/r9coract.nsf/0/1adeca49bc374ff688256acd00630968/$FILE/USMC%20Camp%20Pendleton%20533%20+%2000.pdf)).

O21-364

The EIS/SEIR should recognize the regulatory status of Camp Pendleton and identify and accurately map the location of contaminated sites along and upstream of proposed Toll Road alignments as outlined by the U.S. EPA; see for examples the 1999 OU-3 Superfund Record of Decision

(<http://www.epa.gov/superfund/sites/rods/fulltext/r0999046.pdf>). The EIS/SEIR should present known Superfund areas of soil and groundwater contamination on a map that depicts the location of waterways that may route contaminants into the project area and into detention basins that are planned downstream of the base.

O21-365

(b) In addition to the hazardous waste sites described by U.S. EPA, nearly the entire area of Camp Pendleton has been used as rangeland, according to a 2004 GAO report which stated:

“Camp Pendleton, in California, had 39,084 acres of rangeland under the old inventory, but under the new inventory, Camp Pendleton reported it had 114,000 acres of actual and potential rangeland, almost a threefold increase”

(<http://www.gao.gov/new.items/d04601.pdf>)

The revised estimate in the GAO report would indicate that 91% of the 125,000 acres at Camp Pendleton is rangeland.

O21-366

The EIS/SEIR fails to recognize the extent of rangeland at Camp Pendleton. A technical appendix to the EIS/SEIR, the January 2004 Hazardous Materials and Technical Report, mentions only a 1997 reconnaissance of Camp Pendleton that identified the “presence of several small shooting ranges.” In this report, the ranges were “not considered to affect or to be affected by” the Toll Road alternatives and “none are within the disturbance limits of the SOCTIIP build alternatives” (p. 3-29).

This conclusion must be revisited in a revised EIS/SEIR that considers new estimates of the extent of rangeland and their specific location with respect to Toll Road alternatives. The new estimate of rangelands should be mapped, along with identification of specific activities, and presented in figures supporting the EIS/SEIR.

(c) The EIS/SEIR fails to consider the spectrum of contaminants associated with rangelands. The GAO states:

“According to DOD, there are more than 200 chemicals associated with military munitions, and of these, 20 are of great concern due to their widespread use and potential environmental impact. TNT, Propanetriol trinitrate (nitroglycerin), Royal Demolition Explosive (RDX), and perchlorate are among the 20.”

Perchlorate is the primary oxidizer in propellants, present in varying amounts in explosives, and is highly soluble. As of 2004, EPA reported that 34 states confirmed perchlorate contamination in ground and surface water”

(<http://www.gao.gov/new.items/d04601.pdf>).

O21-367

In California, perchlorate is now recognized the most widespread drinking water contaminant in the state. Perchlorate has been detected in hundreds of drinking water wells and along the entire length of the Colorado River, emanating from a source just south of Las Vegas. Perchlorate is also recognized as a contaminant that is taken up and concentrated by plants and vegetables.

O21-367

At Camp Pendleton ammunition used at the rangelands is known to contain perchlorate, according to the following statements:

“Approximately 1.1 million rounds of .50 caliber M8API and .50 caliber M20API-T allocated per year for training at Camp Pendleton ranges”
(<http://www.serdp.org/funding/FY2005/PPSON-05-02.pdf>). This ammunition is reported to contain 10% perchlorate
(<http://www.serdp.org/funding/FY2005/PPSON-05-02.pdf>).

The document goes on to say that perchlorate may serve as a source of contamination from use at ranges:

“Perchlorate contamination can occur during several phases of the munitions lifecycle. It can occur during the manufacturing of ingredients, the mixing of formulations, the assembly of products, the use of the product during testing or training, or during the demilitarization of the product”
(<http://www.serdp.org/funding/FY2005/PPSON-05-02.pdf>).

O21-368

Perchlorate contamination of groundwater and surface water may stem from ammunition used at 114,000 acres of rangeland at Camp Pendleton that has been vastly underestimated by the military according to the GAO. The EIS/SEIR failed to recognize the even the underestimated extent of rangelands and made no attempt to map rangelands with respect to proposed Toll Road alignments. A revised EIS/SEIR should accurately map the extent of rangelands and identify the types of contaminants found at the ranges and identify any potential health risks that construction workers may face. Maps should be prepared that would identify potential routes that soil and groundwater contaminants at rangelands may take in moving downstream and into drainage system of the Toll Road alternatives where the public and wildlife may be exposed. Additionally the potential for unexploded ordnance to be present in areas needs to be assessed and mapped to ensure protection of construction workers and the public.

(d) In findings released in late July 2004, the DOD identified 14 military bases where perchlorate contamination has been found, including the nearby El Toro Marine Corps Base (<http://www.latimes.com/news/nationworld/politics/wire/sns-ap-rocket-fuel-pollution,1,6002166.story?coll=sns-ap-politics-headlines>). This recent study may indicate the potential for perchlorate contamination to be found at Camp Pendleton.

O21-369

Regulatory agencies have requested information from Camp Pendleton regarding the use and release of perchlorate and other contaminants at the base. One June 20, 2003, the San Diego Regional Water Quality Control Board issued a letter to the base and is still awaiting a response regarding perchlorate use and release (personal communication, Beatrice Griffey, July 2004). Because this response has not yet been submitted, data may not be available to assess the potential presence of perchlorate at the base.

O21-370

Therefore, completion of a revised draft of the EIS/SEIR may have to be delayed to incorporate this significant information following submittal by Camp Pendleton, including the potential for the presence of perchlorate in surface water, groundwater and drinking water wells in the northwestern part of the base, which serve as the only source of water in the area (See Figure 1). Without the information, Toll Road construction may inadvertently create pathways for exposure to perchlorate via drainage ways and detention basins that would place human health and wildlife potentially at risk.

O21-370

(e) A supporting document to the EIS/SEIR, the Hazardous Materials and Wastes Technical Report, mentions the Superfund status of the base but offers no detail about the wastes that are known to exist in soil and groundwater. For example, Table 3.3-1 states only that “concerns” at Camp Pendleton include “leaking underground storage tanks, other hazardous material and service stations with underground storage tanks.”

O21-371

This supplemental report depicts the base on a series of maps with a single dot that offer no details of site boundaries with respect to the Toll Road, specific area where waste was stored and disposed with respect to the Toll Road, and where plumes of contaminated groundwater and areas of soil contamination are located. (See for example Figure 5.4-1. One fuel release site at the base -- out of a total of 233 identified by U.S. EPA -- is identified as represented by a single dot: the Camp Pendleton gas station. No additional detail is provided in the text or on a map.)

O21-372

The Hazardous Materials and Wastes Technical Report does provide a brief narrative that describes contamination at the base to include “two refuse burning areas, a grease disposal pit, a Combat Engineers Maintenance Facility, and a pesticide and POL (petroleum oil and lubricant) handling area” in an area only described as “east of Cristianitos Creek” (p. 5-3). The report concludes:

“Some further assessments were recommended for further investigation of detected concentrations of metals and arsenic at two of the sites, but the concentrations were not of immediate concern. Because none of the corridor alignments traverse the IRP [Superfund] sites, the presence of these sites east of some of the corridor alignments does not appear to be of immediate concern.”

O21-373

These areas are not shown on a map and the report offers no additional information about levels of contaminants and the potential for exposure to workers during construction or the public following project completion.

A revised EIS/SEIR should be prepared to show in sufficient detail the area of the base and all areas of waste disposal and contamination with respect to the Toll Road including those areas identified for cleanup under the Superfund program by the U.S. EPA. The EIS/SEIR should identify the potential for those contaminants to move into waterways and detention basins created under Toll Road alternatives where the public and wildlife may be exposed.

O21-374

Capistrano Test Site

The Far East Corridor Alternatives border the western extent of land currently leased by Rancho Mission Viejo to Northrop Grumman, current operator of what is called in the "TRW Capistrano Test Site" in the EIS/SEIR (Fig. 1). The 2,700-acre Test Site is described in the Hazardous Materials and Wastes Technical Report as a "research and development testing facility for government, military and aerospace projects ... performs research on rocket engines, chemical lasers, cold combustion and communications" (p. 3-29).

TRW leased the Test Site from the San Juan Company (Rancho Mission Viejo) in 1963, and the current lease extends through 2018. The Test Site facilities were purchased by the Northrop Grumman Corp. in December 2002.

The Northrop Grumman Corp. states that the Test Site "has been the scene of more than 28,000 propulsion systems test firings lasting more than 3.4 million seconds." (http://www.st.northropgrumman.com/capabilities/SiteFiles/docs/Capistrano_Test_Site.pdf). The original mission for the Capistrano Test Site was testing of the Apollo Program Lunar Expeditionary Module engine (<http://ax.losangeles.af.mil/axf/studies/docs/ctsebs.pdf>). Additionally, propulsion systems for the Pioneer 10 and 11 spacecraft were developed at the Test Site (http://www.st.northropgrumman.com/media/SiteFiles/mediagallery/factsheet/CTS_Fact_Sheet.pdf). The Test Site has also conducted experimental, development, and qualification engineering test programs for high energy chemical lasers. The Capistrano Test Site is a "large quantity generator" of hazardous waste and generated 21 tons of RCRA waste in 1995 (<http://www.epa.gov/epaoswer/hazwaste/data/br95/lqga-n95.pdf>).

(a) The technical report prepared in support of the EIS/SEIR concludes: "Current operations at the TRW Capistrano Test Site appear adequate in minimizing the risk of a release of hazardous materials to areas near the SOCTIIP build alternatives because this site does not currently appear on the regulatory lists of sites with known releases" (p. 6-9).

However, the EIS/SEIR fails to mention recent enforcement action taken by the U.S. EPA. On September 30, 2003, the U.S. EPA required Northrop Grumman Space and Mission Systems Corp. to pay more than \$33,000 for violations of federal hazardous waste laws at its Capistrano Test Site (<http://yosemite.epa.gov/r9/r9press.nsf/268400f6f4b727f288256b6100659fe6/8a51cfe9ae08182c88256db20077fd31?OpenDocument>). The U.S. EPA enforcement action was based on an inspection conducted on Oct. 24, 2002. U.S. EPA inspectors found the following violations of the federal Resource Conservation and Recovery Act:

- Storage of hazardous waste without a permit;
- Failure to conduct daily inspections of the above-ground storage tank;
- Failure to obtain and keep on file a written assessment and certification of the above-ground hazardous waste storage tank by an independent, professional engineer registered in California;

O21-375

O21-376

- Failure to close containers of hazardous waste; and failure to properly label containers of hazardous waste.

The inspection was conducted well before the preparation of the EIS/SEIR. The date of the U.S. EPA penalty is also prior to the preparation of the EIS/SEIR and the Hazardous Materials and Wastes Technical Report. A revised EIS/SEIR should be prepared to acknowledge the U.S. EPA inspection and enforcement action and implication for the potential for the release of the release of hazardous compounds because of noted conditions.

O21-376

(b) According to the a report prepared for the Air Force (<http://ax.losangeles.af.mil/axf/studies/docs/ctsebs.pdf>) and a report prepared for the Ranch Plan DEIR (Phase I Site Assessment, Planning Area 8, attached), chemicals that are known to be used at the Test Site include: hydrazine, monomethyl hydrazine, Aerozine 50, nitrogen tetroxide, dinitrogen tetroxide, and tetrafluorohydrazine. Propulsion systems tested at the facility involved “the burning of liquid rocket fuels, such as hydrazine and monomethylhydrazine (MMH), in combination with nitrogen tetroxide or nitric acid” (The Ranch Plan, EEI, Planning Area 9). Chemical lasers tested at the facility include the use of deuterium, nitrogen trifluoride, and hydrogen fluoride.

O21-377

The EIS/SEIR makes no mention of either of these reports and does not mention specific chemical usage at the Test Site. The EIS/SEIR does state that there are no known hazardous waste sites at the facility (Section 4.0). Apparently, this is based on a 1997 visit to the Test Site by a consultant to the Toll Road project (Hazardous Materials and Wastes Technical Report -- Initial Site Assessment, 2003).

A document for the Ranch Plan DEIR (Phase I Site Assessment, Planning Area 8, attached) indicates chemicals and wastewater at numerous locations at the Site, including:

- Seven plastic-lined surface impoundments that were investigated and later closed in 1988 by the Regional Water Quality Control Board. Contaminants of concern included hexavalent and trivalent chromium;
- Two concrete sumps which received chemical wastewater from the laboratory; and
- Three underground concrete tanks used for holding water used to cool test stands used during rocket tests.

O21-378

Chemicals associated with rocket testing have recently become a great concern of regulatory agencies. From the list of chemical used at the Test Site, it appears that only liquid rocket fuels have been for testing.

O21-379

The use of Aerozine 50 in rocket tests highlights cause for concern about potential releases at the Site. Unsymmetrical dimethylhydrazine (1, 1 dimethylhydrazine or UDMH) is used to make Aerozine 50, a 50/50 mix of hydrazine and UDMH (<http://www.robsv.com/cape/c19lv2.html>). UDMH contains approximately 0.1% nitrosodimethylamine (NDMA) as an impurity (<http://ehp.niehs.nih.gov/roc/tenth/profiles/s128nitr.pdf>). Also, when UDMH degrades, it

O21-380

forms NDMA

[http://yosemite.epa.gov/r9/sfund/fsheet.nsf/0/d5b048f3df88fa5a8825691f005bdc7d/\\$FILE/SG-BP.pdf](http://yosemite.epa.gov/r9/sfund/fsheet.nsf/0/d5b048f3df88fa5a8825691f005bdc7d/$FILE/SG-BP.pdf).

NDMA is toxic at part per trillion levels: the California action level in water is 10 parts per trillion (<http://www.dhs.ca.gov/ps/ddwem/chemicals/NDMA/history.htm>), making it one of the most toxic compounds for which the State has set an action level. NDMA in water is mobile, that is it moves with groundwater flow, and does not readily degrade under some subsurface conditions.

O21-380

To date, samples for the potential presence of NDMA or other rocket-fuel related compounds in soil or groundwater have not been collected at the Test Site under oversight of regulatory agencies. However, in 2002, soil investigations were conducted at 14 different investigation areas on the TRW property without regulatory oversight. Laboratory analysis results indicated that a "majority" of the analyzed constituents of concern (VOCs, SVOCs, PAHs, metal, PCBs, and hydrazines) were not detected at concentrations above their respective analytical method detection limits and none were reported to be above U.S. EPA screening level health guidelines (Phase I Site Assessment, Planning Area 8, attached).

The Test Site has met all regulatory requirements for closure of waste units. However, closure activities have been conducted prior to recent appreciation by the regulatory agencies for contaminants associated with rocket fuels, including hydrazine and NDMA.

O21-381

A revised EIS/SEIR should acknowledge chemicals used at the Test Site and the lack of testing in soil and groundwater under regulatory authority for the presence of these compounds, in particular chemicals associated with rocket fuel. The EIS/SEIR should assess the potential for chemicals at the test site to move downgradient in surface water and groundwater into the project area drainage ways where the public and wildlife may be exposed and where workers may be exposed upon construction.

O21-382

(c) A permit has been issued by the San Diego Regional Water Quality control Board for treated domestic sewage at the Test Site (<http://www.swrcb.ca.gov/rwqcb9/rb9board/Aug03/item%207%20eosr%20and%20supporting%20docs.pdf>). However, a review of the Regional Water Quality Control Board permits indicates that wastewater from rocket testing and laser testing activities has never been permitted.

O21-383

Review of the Air Force report indicates wastewater is disposed to the subsurface; it states:

"The CTS [Test Site] is not connected to a central wastewater disposal system. Wastewater is treated in nine septic systems, including seven leach fields, one collection tank, and one aboveground aeration pond (TRW, 1993). The subject property is served by two leach fields, and the septic tanks are pumped and sludge disposed at a publicly owned treatment work (Asher, 1999). The CTS formerly operated seven hypalon-lined surface impoundments that held cooling water or

fire extinguishing water, five of which were located at the subject property. These impoundments were closed in 1988 pursuant to provisions of the California Toxic Pits Cleanup Act, and replaced with regulatory-compliant storage systems” (<http://ax.losangeles.af.mil/axf/studies/docs/ctsebs.pdf>).

Additionally, surface water runoff from the Test Site was directed into watersheds as described by the Air Force:

“Runoff from the CTS drains into one of five canyons: Blind Canyon, Cristianitos Canyon, Gabino Canyon, La Paz Canyon, or Talega Canyon. All of the canyons flow into San Mateo Creek, which empties into the Pacific Ocean on the south side of San Clemente.”

O21-383

Wastewater from activities at the Test Site has been discharged without treatment to leach fields and septic systems. As stated above, this water has the potential to contain extremely toxic compounds, including hydrazine and NDMA. Soil, groundwater, and surface water may potentially contain chemicals associated with testing activities. Groundwater has been reported at an average depth of 20 feet in San Mateo Creek basin (Runoff Management Plan, p. 8-14) and therefore, exposure to construction workers is possible upon excavation and possibly during periods of prolonged runoff.

A revised EIS/SEIR should acknowledge the potential for chemicals used at the Test Site to have discharged to soil and, in turn, to groundwater and surface water where it may flow into the drainage ways created by the project. Construction workers and the public may be at risk without knowledge of the potential presence of these chemicals in soil, groundwater, and surface water in the area of Toll Road Construction along the Far East Corridor.

O21-384

(d) A report referenced in the 2004 Hazardous Materials and Wastes Technical Report, a 1997 Hazardous Materials Site Assessment, indicated that Rancho Mission Viejo has “several private water-production wells at different elevations on the hillsides.” These wells are “primarily” used for irrigation and not for drinking water.

O21-385

Additional information indicates the presence of two groundwater supply wells on the “west part” of the Test Site, near the base of Cristianitos Canyon. Data referenced from analytical results reported by TRW from 1988 did not indicate the presence of hazardous materials or industrial chemicals, according to the 2004 report. However, test results were not included and no indications were provided that would indicate that the wells were sampled for the presence of rocket fuel-related compounds.

The location of water wells in the vicinity of the Test Site was not provided in the 2004 report and they were not included in the EIS/SEIR. However, SWAPE did plot public well locations in this review on Fig. 1. These wells are located downgradient from the Test Site and from Ford Aerospace (as discussed below) and groundwater contaminants from these sites may move in the direction of these wells. This figure shows that the public would be potentially exposed to water from the site during Toll Road construction and operation.

O21-386

Additionally, private wells mentioned in the EIS/SEIR may provide exposure for the public to contaminants. All wells with the potential for public exposure to contaminants should be mapped and tested for a full range of contaminants that may be present in groundwater from operations at the Test Site and at the adjacent Ford Aerospace facility. The EIS/SEIR should be revised to include the location of the wells, test results from the wells, along with a discussion of the potential for health risks from public exposure to any contaminants found in the wells.

O21-387

Ford Aerospace

The EIS/SEIR does not mention hazardous and radioactive waste associated with operations at the former Ford Philco site, another leaseholder of Rancho Mission Viejo, located just north of the Test Site (Fig. 1). The facility was 900 acres in size and was occupied by Ford Philco Aerospace ("Ford Aerospace") from approximately 1969 to 1990, and then by Loral Aeronautics until 1993. According to a site assessment prepared for the Ranch Plan DEIR, (Phase I Site Assessment, Planning Area 7, attached) activities at the facility included:

- manufacturing and testing of depleted uranium (DU) ammunition rounds;
- weapons testing at three rangelands; and
- propellant storage.

O21-388

The site is located east of Christianitos Canyon. Surface drainage from the site flows south and east into Gabino Canyon and, in turn, to Christianitos Canyon and San Mateo Canyon. Groundwater levels in the vicinity of the facility were estimated very shallow, within three to 25 feet below ground surface. Groundwater flow from the site would be in the direction of Christianitos Canyon and San Mateo Canyon.

The Phase I report indicates a 1989 survey of the DU manufacturing facility showed that radiological contamination above what was considered to be background conditions. The facility was decommissioned and decontaminated by removing concrete floors and sumps, disassembling buildings, and removing radioactive materials. The site was then deemed appropriate for unrestricted use by the Orange County Health Care Agency.

O21-389

The rangelands were "demilitarized" to remove explosive and metal fragments from impact areas. Soil was excavated and no explosive material was reported in the material although metallic casings were found.

O21-390

An Explosive Ordnance Disposal (EOD) range, used to store and dispose of explosive wastes, was investigated in the early 1990s for the presence of related contaminants. According to a document prepared for the Ranch Plan DEIR, the primary method of disposal at this facility was open burning of explosive and combustible wastes (Phase I Environmental Site Assessment, Former Ford Philco Lease, attached). A "limited" soil investigation found heavy metals and petroleum hydrocarbons to be present in soil beneath the EOD range. These contaminants were excavated and disposed at a landfill. Further investigation, this time under the authority of DTSC, was conducted in 1994.

O21-391

Water used to pressure-wash former burn areas was tested and found to contain concentrations of explosives and petroleum related compounds. Apparently, on the basis of this finding, a boring was advanced and soil was found to contain explosive compounds and 2-butanone, RDX, HMX (“her majesty’s explosive”), copper, molybdenum, vanadium, and zinc. On the basis of these findings, DTSC required a health risk assessment which reportedly fell within DTSC guidelines. DTSC granted closure of the EDO range in 1995. The investigation did not include groundwater sampling. The soil boring did not reportedly encounter groundwater although as reported groundwater was estimated to be no deeper than 25 feet below the ground surface. A stated objective of the boring, to sample groundwater (Phase I Environmental Site Assessment, Former Ford Philco Lease, attached), was therefore not met by this investigation.

O21-392

(a) As discussed with regard to Camp Pendleton, many contaminants are associated with ordnance and munitions at rangelands. Additionally, many contaminants have been identified with facilities that disposed of ordnance through open burning such as the Ford Aerospace facility. An explosive ordnance disposal facility with an open burning/open detonation facility has been identified as a confirmed source of perchlorate by the State Water Resources Control Board at El Toro Marine Corps Air Station (http://geotracker.swrcb.ca.gov/perchlorate/default.asp?cmd=detailedsite&orderby=regional_plume). Two additional open burning/open detonation facilities have been identified as sources of perchlorate by the State Water Resources Control Board out of a total of 35 confirmed perchlorate sources identified statewide to date (http://geotracker.swrcb.ca.gov/perchlorate/default.asp?cmd=detailedsite&orderby=regional_plume).

O21-393

Ford Aerospace was granted regulatory closure in 1995 prior to widespread awareness of perchlorate as a source of contamination at facilities with activities similar to those conducted at the site. The site was closed without successful investigation and sampling of groundwater for ordnance- or propellant-related compounds. Because of ordnance usage and because the facility used open burning/open detonation for disposal, there is the untested potential that perchlorate and other ordnance-related chemicals are present as contaminants at the site in soil and in groundwater.

O21-394

The EIS/SEIR should be revised to acknowledge the potential for the presence of perchlorate, RDX and other ordnance-related compounds in soil and groundwater. The EIS/SEIR should also address the mobility of these compounds in soil and groundwater and the potential for movement of these compounds into drainage ways, detention basins, and water wells in areas of proposed Toll Road Alternatives.

O21-395

Impacts to Hydrologic Systems

Clean Water Act Section 303(d) Impairments

O21-396

The Toll Road Alternatives will traverse a number of watersheds including Aliso Creek, San Juan Creek, Prima Deshecha Creek, Segunda Deshecha Creek, San Mateo Creek and

San Onofre Creek. Of these watersheds, three are listed as impaired under Section 303(d) of the Clean Water Act: Aliso Creek, Prima Deshecha, and Segunda Deshecha.

As described below, the EIS/SEIR and the Runoff Management Plan fail to recognize the full extent of the impairments under Section 303(d) as published by the RWQCB. This oversight is inconsistent with the Runoff Management Plan, which stated its first objective was to:

“Identify the receiving waters along each project alignment and establish the existing water quality setting with regards to the regulatory framework; receiving water hydrologic units, areas and sub-areas; California 303(d) and Total Maximum Daily Loads (TMDL) Priority Schedule listings; and applicable water quality standards including beneficial uses and water quality objectives” (p. 2-21).

O21-396

The Runoff Management Plan further stated its objective was to: “identify and quantify water resources impacts and establish mitigation measures for the project.” Since the impaired status of two major watersheds was not recognized, the plan should be rewritten and its findings incorporated into a revised EIS/SEIR. Additionally, mitigation measures that have been proposed for impairments noted in the EIS/SEIR and the Runoff Management Plan should be reevaluated to ensure their effectiveness for the full list of impairments.

Aliso Creek

The California State Water Resources Control Board designated Aliso Creek to be impaired under the Final 2002 Clean Water Act Section 303(d) List of Water Quality Limited Segments for bacteria (19 miles), phosphorus (lower four miles), and toxicity (19 miles) (http://www.swrcb.ca.gov/tmdl/docs/2002cwa303d_listof_wqls072003.pdf, <http://www.swrcb.ca.gov/rwqcb9/programs/303dlist/Listed%20Waterbodies-2002.pdf>). On July 25, 2003 U.S. EPA gave final approval to California's list of Water Quality Limited Segments. However, the EIS/SEIR fails to recognize the newest list even though approval was granted six months prior to the completion of the December 8, 2003 Runoff Management Plan. Instead the Runoff Management Plan references a 1998 list and proposals for the 2002 list. Because it used outdated information, it failed to recognize the impairments identified for toxicity and phosphorous in Aliso Creek. (The EIS/SEIR does recognize the impairment for bacteria – see page 4.8-1.)

O21-397

This oversight of the regulatory status of Aliso Creek indicates that the current state extensive degradation in the Aliso Creek Watershed is not a recognized baseline condition that needs to be specifically addressed in the EIS/SEIR. Water quality in Aliso Creek is so poor that it has been called “a stream of blight” by the Orange County Register (<http://www.clearcreeksystems.com/oc2>). Because of the oversight, best management practices (BMPs) that are specified for Aliso Creek may not be effective in addressing unrecognized impairments for toxicity and phosphorous.

O21-398

The State Water Resources Control Board identifies the source for the toxicity impairment of Aliso Creek to be “Urban Runoff/Storm Sewers” and “unknown” point and nonpoint sources. EPA has estimated that 10 percent of urban runoff contains toxic compounds

<http://www.epa.gov/owow/nps/MMGI/Chapter4/ch4-1.html#Nonpoint>. The State Water Resources Control Board identifies the source for the phosphorous impairment of Aliso Creek to be “Urban Runoff/Storm Sewers.” Phosphorus can originate from urban sources such as animal waste, lawn fertilizer, soil particles, leaves, and grass clippings which get washed to storm drains during rain events. As runoff flows over urban areas, it can also pick up phosphorous deposited on roadways from atmospheric loading.

O21-399

The EIS/SEIR fails to address construction and post-construction impacts of the Toll Road from these sources on toxicity and phosphorous loading to Aliso Creek. The EIS/SEIR and supporting documents should be re-written to address BMP effectiveness specifically to address these contaminants and how increased loading from the project might impact attainment of state water quality goals.

O21-400

The habitat in Aliso Creek is also degraded; according to the State Water Quality Control Board, preliminary results of an ambient bioassessment monitoring program in Aliso Creek and San Juan Creek in 1998 and 1999 indicate impacts to the benthic community that may be the result of water quality and habitat degradation (<http://www.epa.gov/npdescan/cas0108740gfp.pdf>).

O21-401

Additionally, according to the State Water Quality Control Board, significant stream channel incision and bank erosion is a problem in the Aliso Creek watershed and may be caused in part by changes in peak flow rates and volumes resulting from urban development (<http://www.epa.gov/npdescan/cas0108740gfp.pdf>). The EIS/SEIR fails to mention issues of habitat degradation and impact of Toll Road construction and operation on the habitat in Aliso Creek.

O21-402

A revised EIS/SEIR must be prepared that recognizes the impairments to Aliso Creek from phosphorous and toxicity. The EIS/SEIR should identify specific measures that will to comply with TMDL for phosphorous impairment, including restrictions on the amount of water used in landscaping.

O21-403

The EIS/SEIR should also specify measure that will be necessary to comply with the impairment of Aliso Creek from bacteria, including the designation on the 303(d) list at the mouth of Aliso Creek as it enters the Pacific Ocean as well as along 19 miles of the creek upstream. Bacteria from urban runoff has been identified as the leading cause of beach postings and closures at the mouth of Aliso Creek, jeopardizing the designated beneficial use of the Pacific Ocean in the vicinity of the project. Human illnesses have been clearly linked to recreating (i.e., swimming, surfing, etc.) near storm drains flowing to coastal beach waters (<http://www.epa.gov/npdescan/cas0108740gfp.pdf>).

O21-404

The EIS/SEIR make no mention of specific measures which will be needed to reduce further degradation in the watershed. For instance, the City of Aliso Viejo has required

O21-405

the following measures to meet the requirements of the municipal storm water permit that was adopted by the Regional Board, including:

- Protecting stockpiled materials (mulch, fertilizer, sod, etc.) from wind and rain by storing them under tarps or secured plastic sheeting. All stockpiles must be effectively bermed to prevent materials from leaving area due to rain or run off.
- Scheduling grading and excavation projects for dry weather.
- Protecting all storm drain inlets, grates, and culverts when working in an area where there is soil disturbance or use of landscaping materials (mulch, fertilizer, sod, etc.).
- Placing landscaping materials away from sidewalks, streets, and pathways. Downstream storm drains with possible contamination from bulk landscaping materials must be protected.
- Avoiding washing of sidewalks or driveways.
- Storing pesticides, fertilizers, and other chemicals in a covered area to prevent runoff. Provide secondary containment where necessary.
- Adjusting irrigation controllers to seasonal requirements. Controllers must have radio feed for weather control or be manually adjusted. All controllers need rain gauges to eliminate watering during a rain event
(http://www.cityofaliso Viejo.com/files/h2o_mgt_plan_guidelines_2004.pdf).

The EIS/SEIR should evaluate the usefulness of these and other specific practices to prevent water quality degradation in Aliso Creek.

Segunda Deshecha Creek

Segunda Deshecha Creek is impaired under the Final 2002 Clean Water Act Section 303(d) List of Water Quality Limited Segments for phosphorus, and turbidity (http://www.swrcb.ca.gov/tmdl/docs/2002cwa303d_listof_wqls072003.pdf). The EIS/SEIR and technical appendices apparently fail to recognize the final listing for these impairments, stating instead:

“The SDRWQCB and the EPA have not designated any rivers or streams within the Segunda Deshecha Cañada watershed as impaired pursuant to the 1998 CWA Section 303(d) listing or pursuant to the TMDL priority scheduling.” The Runoff Management does state: “A review of the San Diego Region (9) 2002 Section 303(d) List Proposals shows a proposed listing for Segunda Deshecha Cañada for the pollutants Phosphorous and Toxicity (p. 23-11).

Again, failure to recognize the final listing of the impaired status of a watershed is a major oversight that indicates the existing degraded condition is not recognized and therefore the potential for the added impact has not been quantified.

The EIS/SEIR should identify and evaluate specific measures that would be useful to prevent degradation in Segunda Deshecha Creek, similar to those identified by the City of Aliso Viejo for Aliso Creek.

Water Quality Impacts from Hazardous Waste Sites

O21-405

O21-406

O21-407

O21-408

The EIS/SEIR should be revised to recognize the potential for water quality degradation from hazardous waste sites identified above, including Camp Pendleton, The Capistrano Test Site, and the Ford Philco Site (Fig. 1). The Toll Road construction has the potential to route potentially contaminated runoff from these sites to extended detention basins (EDBs) which may provide exposure to humans and to wildlife. Many contaminants that exist or may potentially exist at these sites will not be treated by EDBs.

O21-408

Best management practices to mitigate impacts to water quality are described in the EIS/SEIR to and the Runoff Management Plan include EDBs and bifiltration. The EDBs are described in the Runoff Management Plan to be “conceptually designed to address all runoff from paved highway surfaces” and “provide for removal of trash, sediment, and debris washed from the roadway and the pollutants attached to those items” (p. ES-3). In addition to EDBs, the Runoff Management Plan specifies biofiltration (swales and strips) to address removal of pollutants associated with the roadway.

O21-409

BMPs from this project are being designed to meet the requirements of the 2002 Orange County Municipal Separate Storm Sewer Systems General Storm Water Permit (Order No. R9-2002-001, NPDES No. CAS0108740) which states BMPs are required to “ensure that post-development runoff does not contain pollutant loads which cause or contribute to an exceedance of water quality objectives and which have not been reduced to the maximum extent practicable.”

O21-410

Biofiltration is described in the Runoff Management Plan as “vegetated channels that receive directed flow and convey storm water. Biofiltration strips, also known as vegetated buffer strips, are vegetated sections of land over which storm water flows as overland sheet flow. Swales and strips are mainly effective at removing debris and solid particles, although some dissolved constituents are removed by adsorption onto the soil, as are oil and grease” (p. 4-5).

O21-411

EDBs are described as follows: “Detention basins are impoundments where the WQV is temporarily detained under calm conditions, allowing sediment and particulates to settle out. Detention basins collect litter, settleable solids (debris), and total suspended solids (TSS) and pollutants, which are attached (adsorbed) to the settled particulate matter. Vegetated low-flow channels within the basins serve as oil and grease traps, providing additional pollutant removal” (p. 4-8).

A total of 7 to 15 EDBs are proposed for Far East Corridor alignment alternatives alone in the Runoff Management Plan (p. ES-4). Biofiltration areas are used throughout project alternative areas.

O21-412

These BMPs have been selected without specific knowledge of the pollutants that will be generated by the project in stormwater runoff. The BMPs have also been selected without an understanding of the types of pollutants that may be routed by the project from areas known to have generated, treated, stored, and disposed of hazardous waste, including the Test Site, Camp Pendleton, and Ford Philco Aerospace. Therefore, claims of BMP effectiveness are unsubstantiated.

BMP effectiveness can only be evaluated by comparing specific pollutants generated by the project (e.g., from road runoff and landscaping) in combination with potential pollutants in runoff (surface water and groundwater) from hazardous waste at the Test Site, Camp Pendleton, and Ford Philco Aerospace. An understanding of the capability for the BMPs to mitigate specific pollutants can be gained only from a study of the baseline water quality conditions in the project area. A baseline water quality study in watersheds throughout the project area will allow for an understanding of current conditions and contaminant loads. Additional pollutants generated by the Toll Road would have to be added to the baseline for a more accurate understanding of BMP effectiveness. Such a baseline has not been conducted nor is it proposed in the EIS/SEIR or the Runoff Management Plan.

O21-413

For example, pollutants associated with rocket testing, if present in surface water routed into the project area, would be unmitigated by the BMPs that are proposed. EDBs and bioswales only mitigate pollutants that can be adsorbed: rocket fuel-related contaminants including NDMA or munitions-related contaminants like perchlorate are not readily adsorbed.

O21-414

Another example is the gasoline additive MTBE, the source of widespread contamination in California from gasoline leaking from underground storage tanks. A number of gas stations were identified along the alignment of the Toll Road and U.S EPA has identified 233 leaking underground storage tanks at Camp Pendleton. One fuel release is known to have impacted surface water in Las Floras Creek according to the U.S. EPA. MTBE is a contaminant associated with many fuel releases and it may move into surface water in the project area. If MTBE contamination is routed to EDBs, it will not be mitigated because it is not readily adsorbed or degraded.

O21-415

Therefore, BMPs should only be proposed on the basis of specific pollutants that are currently found in the watersheds of the project alternatives in combination with loading from the project, including road runoff and landscaping. The specific pollutants currently in the watershed should be identified by a comprehensive study of baseline water quality conditions to include contaminants associated with rocket fuel, rangelands, ordnance testing, and underground storage tanks.

O21-416

Impacts on the Coastal Zone

Lower Trestles, at the mouth of San Mateo Creek is renown among surfers as a "jewel of a wave ... Mother Nature's gift to Orange County's surf-starved waveriders" (http://www.surflife.com/travel/surfmeps/us/orange_county/trestles_lowers.cfm) and the "Yosemite of Surfing," according to the Surfrider Foundation (<http://www.ocweekly.com/printme.php?&eid=8718>). It has been widely recognized as one of the premier high-performance surfing location on mainland US with waves of perfect shape known to surfers across the globe. In addition to Lower Trestles, the two mile stretch of San Onofre State Park includes a number of other surf spots including, from north to south, Cottons Point, Upper Trestles, and Oldman's.

O21-417

The excellent surf found along this stretch is caused by the contribution of sediment from San Mateo Creek and its tributaries. Wave conditions at Lower Trestles are dependent upon a supply of cobblestone rocks that are carried downstream in San Mateo Creek and deposited in a delta at the shoreline to a distance well offshore. The waves break atop this delta, creating conditions that consistently peel simultaneously left and right.

Because the watershed is currently undeveloped, the supply of sediment in San Mateo Creek is in a fragile, natural equilibrium, one that is subject to potential disturbance from the construction of extended sediment basins (EDBs) proposed for this project. The EDBs are specifically designed to allow sediment and particulates to settle out of suspension and to be removed from the supply that nourishes the coast. Removal of sediment for the hydrologic system will also increase the capacity of the streams to locally scour and incise their channels, resulting in disequilibrium conditions. Aliso Creek is an Orange County example of disequilibrium conditions where streams have incised and scoured their channels to depths in excess of twenty feet. To mitigate these conditions in Aliso Creek, streambeds and stream banks have to be armored and drops in streambed elevation are engineered structures.

O21-417

The Runoff Management Plan states: "Periodic sediment removal to ensure 0.5 meter (1.5 feet) depth threshold" is necessary for maintenance (p. 4-16). The Runoff Management Plan further states: "sediment, debris, and trash, which threaten the ability of an EDB to store or convey water, should be removed immediately and properly disposed of" (p. 4-17). This maintenance will remove sediment from the stream systems. The Runoff Management Plan therefore acknowledges that the EDBs will act as a sink, removing sediment from the supply needed to sustain coastal beaches and surfing resources.

O21-418

The Runoff Management Plan attempt to explain that these losses are incidental by stating in discussions of alternatives:

"The contribution of suspended sediment or bed load in these lower flat areas, compared to the total sediment loading from the upper hilltops and steep slopes, is considered negligible. Any beach replenishment sediment transported through the regional watersheds is most likely to come from upper hilltops and steep slope areas" (p. 5-49).

O21-419

This ignores the fact that through natural processes, sediment generated on steep upper hillslopes is moved downstream to flatter areas where it may be deposited temporarily until it is resuspended during major storm events. Following project construction, sediment derived from upper hillslopes which eventually moves downslope to be deposited in EDBs will be trapped (or "properly disposed of") and will not be resuspended during storms and thus lost from the supply to the coast.

The EIS/SEIR does not acknowledge the world-class status of surf sites along the coastline where San Mateo Creek meets the ocean. The EIS/SEIR does not specifically address the potential for reduction of sediment flow to the coast from use of EDBs and resulting impacts to the surf and to stream channel morphology. The EIS/SEIR does

O21-420

reference a "Surfing Resources Study" (Skelly Engineering, 2000) which was included in the Resources Management Plan; however, review of this study shows that it provides only a qualitative review of potential impacts and does not use data generated specifically from the San Mateo Creek watershed.

O21-420

To properly consider, measure, and mitigate impacts to the natural equilibrium of sediment transport, a study of baseline conditions needs to be conducted. A fundamental tool commonly used for this purpose is development of a baseline sediment budget (<http://cirp.wes.army.mil/cirp/pubs/rosatiJCR-04.html> and <http://chl.erdc.usace.army.mil/library/publications/chetn/pdf/chetn-xiv-2.pdf>). Sediment budgets have been established in other locations where the value of surfing resources has been recognized. For example, in Florida sediment budgets have been established at a number of established surf spots including Sebastian Inlet (<http://www.dep.state.fl.us/beaches/publications/pdf/sebastn.pdf>). A sediment budget would allow for quantification of estimates of sediment transport in San Mateo Creek watersheds and of the volume and rate of sediment entering and exiting the coast in the vicinity of San Mateo Creek in the area of the surf spot from Cottons Point to the north to Oldman's to the south.

O21-421

Without a baseline sediment budget, the impact of sediment removal from EDBs on surfing resources cannot be quantified and cited predictions of impacts on irreplaceable surfing resources are without basis. The establishment of a baseline sediment budget is even more important because of cumulative impacts that will result in the San Mateo Creek Watershed with the construction of 14,000 homes under the proposed Ranch Plan. The combined effect of the construction of Toll Road and the construction of homes under the Ranch Plan may result in significant changes in sediment nourishment of the coast. The EIS/SEIR should be rewritten to include a baseline sediment budget that considers cumulative impacts of the two projects. Additionally, although the San Mateo Creek is not listed as impaired under Section 303(d) of the Clean Water Act, the cumulative impact on water quality from the Toll Road and homes built under the Ranch Plan proposals should be considered. Water quality along San Mateo Creek and in the nearshore environment at Trestles has the potential to be degraded in way similar to Aliso Creek and Aliso Beach where the upstream construction of homes and a Toll Road have led to conditions that are among the worst in Orange County.

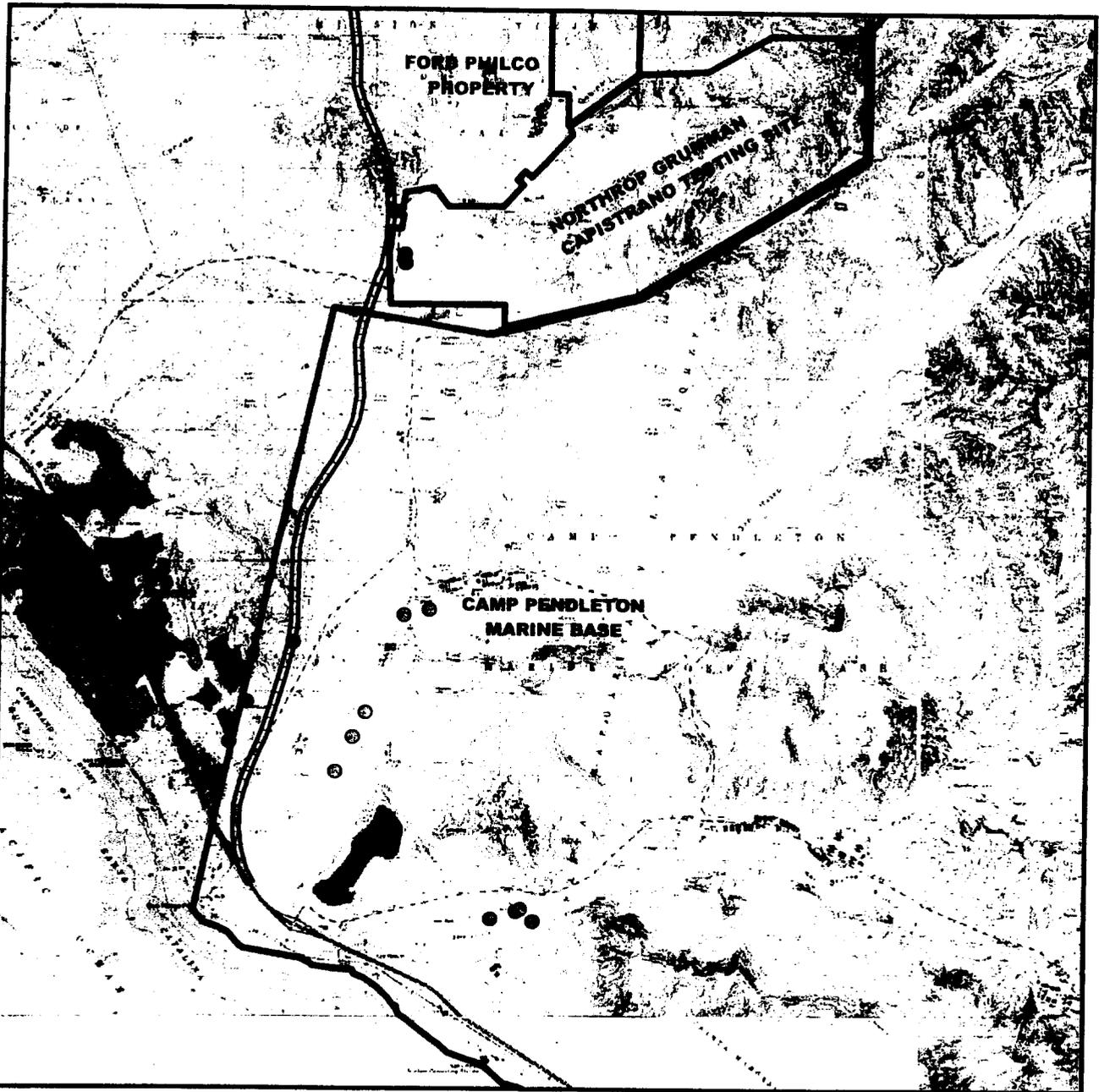
O21-422

O21-423

Sincerely,



Matt Hagemann



LEGEND

-  Water Supply Well
-  Proposed Far East Toll Road Alignment
-  Camp Pendleton Site Boundary
-  Ford Philco Site Boundary
-  Northrop Grumman Site Boundary

DRAFT



6000 0 6000 Feet

NOTES

Sources: United States Geological Survey "San Clemente," "Canada Gobernadora," "Margarita Peak," "Sitton Peak," "Las Pulgas Canyon," and "San Onofre Bluff" 7.5 Minute Series Quadrangle Maps; California Department of Health Services.

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

Project: South Orange County Transportation Infrastructure Improvement Project Orange and San Diego Counties, California		
Project No.:	Drawn By: RCH	Date: 7/23/04
Title: Site Location Map	Figure: 1	



Technical Consultation, Data Analysis and
Litigation Support for the Environment

Matthew Hagemann

Principal

Litigation Support
Investigation and Remediation Strategies
Hydrogeologic Characterization
Regulatory Compliance
Expert Witness
Research

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Teaching Certificate, Science, University of Oregon, Eugene, OR, 1987.

Professional Experience:

Matt has 20 years of experience in environmental policy, assessment and remediation. He spent ten years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner and Senior Regulatory and Litigation Support Analyst, SWAPE (2003 – present);
- Senior Environmental Analyst, Komex H2O Science, Inc (2000-2003);
- Executive Director, Orange Coast Watch (2001 – present);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989 – 1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and

- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Project manager and designated expert for litigation support for plaintiffs under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at every major refinery and hundreds of gas stations throughout California.
- Expert witness on MTBE litigation in California and Arkansas.
- Lead analyst in the review of environmental impact reports that identify significant issues with regard to hazardous waste, water quality and geologic hazards.
- Public and agency outreach on policy issues related to perchlorate contamination of the Colorado River and related drinking water supplies.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support plaintiff litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Expert witness testimony for plaintiffs in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

Currently, as Executive Director with Orange Coast Watch, Matt leads efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that includes representatives from leading Orange County universities and businesses, Matt has prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt has actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt has worked with other nonprofits that have been effective in protecting and restoring water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.
- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.

- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico. and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Reports, Papers and Presentations:

Hagemann, M.F., 2004. Invited testimony to a California State Senate hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M., 2004.** An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. The World's Largest Plume: Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River: A Dam Mess. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

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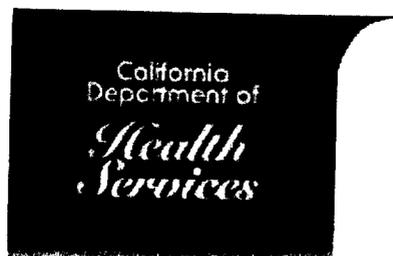
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A Brief History of NDMA Findings in Drinking Water Supplies

Last Update: April 25, 2003

1998—In February-March, samples from a drinking water well in eastern Sacramento County confirmed the presence of N-nitrosodimethylamine (NDMA) at ~0.15 micrograms per liter ($\mu\text{g/L}$). This well was taken out of service by the utility. Sampling was in response to concern about the presence of NDMA contamination at an aerospace facility.

1998—In April, DHS established an action level for NDMA of $0.002 \mu\text{g/L}$, based on a *de minimis* cancer risk level. However, analytical capabilities did not enable detection at that concentration, so any detectable quantity of NDMA was over the AL. The action level was derived from regulatory risk level of $0.04 \mu\text{g/day}$ for purposes of Proposition 65 implementation (Title 22 of the **California Code of Regulations**, Section 12705), which corresponds to a lifetime cancer risk of 10^{-5} . Dividing $0.04 \mu\text{g/day}$ by 2 liters of drinking water/day gives $0.02 \mu\text{g/L}$, and dividing by 10 yields $0.002 \mu\text{g/L}$, a *de minimis*, or 10^{-6} , cancer risk level. This is the level DHS generally uses for **action levels** for carcinogenic chemicals.

1998—In May, NDMA was detected in three drinking water wells in the San Gabriel Basin. Two wells with NDMA at concentrations of $0.07 \mu\text{g/L}$ were removed from service. The third well, already out of service because of trichloroethylene and perchlorate contamination, contained NDMA at $3 \mu\text{g/L}$.

1999—As interest in NDMA monitoring increased in the water treatment community, DHS was informed of NDMA findings in treated waste water. From the standpoint of protecting drinking water consumers and sources, DHS considered this finding to be important in the evaluation of proposed recycled water projects involving waste water discharges and ground water recharge.

1999—Limited sampling indicated that NDMA appeared to be present at very low levels ($<0.01 \mu\text{g/L}$) in treated drinking water. Preliminary analyses suggested that NDMA's presence in drinking water was related to disinfection processes, but very limited data were available, and often they appeared to be inconclusive. Coincidental with **more sensitive analytical methods** becoming available, DHS initiated studies with drinking water utilities to investigate the occurrence of NDMA in raw, treated and distributed water, the role water quality and treatment processes may play in the production of NDMA, and the possible extent of NDMA production at various steps in the water treatment process.

1999—In November, DHS revised the action level to $0.02 \mu\text{g/L}$ to accommodate **studies on NDMA's production in drinking water treatment**.

2000—In May, two wells in Orange County had NDMA at concentrations of approximately 0.03 to $0.04 \mu\text{g/L}$, and were taken out of service. A nearby groundwater recharge operation involving injection of treated wastewater contained NDMA in its injected water. DHS informed the wastewater treatment plant that its activities were impairing groundwater, and directed them to reduce the levels of NDMA accordingly.

2000—Also in May, a system in Los Angeles County found NDMA in its groundwater sources at 0.032 to 0.076 µg/L, apparently associated with the past production of chemicals used in the aerospace industry.

2000—In June, a system in Los Angeles County found NDMA at about 0.03 µg/L, apparently related to resins used in water treatment for nitrate removal.

2000—Also in June, in Los Angeles County, NDMA at 0.049 and 0.074 µg/L (duplicates) and 0.091 µg/L was found in treated wastewater that was blended for use as groundwater recharge.

2002—In March, DHS posted on its website results of **studies on NDMA's production in drinking water treatment**, as well as the revised **action level** of 0.01 µg/L.

Home

INFOI

GEOTRACKER PERCHLORATE CONFIRMED CONTAMINANT SITE DETAILED REPORT

<u>SITE NAME</u>	<u>PERCHLORATE CONFIRMED</u>	<u>PERCHLORATE SOURCE</u>	<u>PERCHLORATE SOURCE COMMENTS</u>	<u>MULTI-RP PLUME NAME</u>	<u>STATUS</u>	<u>INVESTIGATION STATUS COMMENTS</u>	<u>SWRCB REGION</u>	<u>DTSC REGION</u>
EL TORO MCAS	YES	ORDNANCE	RCRA Open Burn/Open Detonation unit located within an explosive ordnance disposal range (designated as a CERCLA site)	OTHER	5C	Additional investigations are being conducted to verify nature and extent.	08	D4
EMBEE, INC.	YES	OTHER	metals plating facility	OTHER	5C	Facility Investigation - Phase I completed, facility is required to conduct additional soil and groundwater investigation to identify extent of impacts. Facility is also required to conduct interim measures.	08	D4
DENOVA	YES	ORDNANCE, EXPLOSIVES - NOT SOLELY FOR MILITARY USE	Open Burn/Open Detonation Unit. Explosives storage.	RIALTO- 2 COLTON		Facility closed as a result of DTSC enforcement action. Drafting Order for RCA closure and corrective action. Preliminary soil sampling shows perchlorate detected at six locations (25-210ppb)	08	D4
COUNTY OF SAN BERNARDINO	YES	ORDNANCE	Former munitions bunkers and surrounding property, including Mid-Valley Landfill (owned by San Bernardino County)	RIALTO- 5C COLTON		Plan for additional investigation of soil and ground water submitted by county.	08	D4
NATION CONSTRUCTION RENTALS	YES		Suspected pyrotechnic material found during trenching activities	RIALTO- 2 COLTON				D4
FORMER AEROJET GENERAL (AZUSA)	YES	OTHER, AEROSPACE		SAN GABRIEL	7			04
UNITED TECHNOLOGIES CORP	YES	AEROSPACE	Manufacture of rocket		7	Extent of perchlorate	02	D2

HIGHWAY 12 AND EXPLOSIVE TECHNOLOGY ROAD	YES	OTHER	motors and solid rocket fuel Testing and development of various explosive devices.	5C	contamination has been fully characterized. Perchlorate impacts not fully characterized. Investigation is ongoing under regional board oversight.	02		
LOCKHEED PROPULSION CO. (CRAFTON/REDLANDS)	YES	AEROSPACE	Former Lockheed site	7	remediation in progress	08	D4	
ALPHA EXPLOSIVES	YES	OTHER	source was manufacture of explosives, not necessarily for military use	7	pilot study for insitu remediation underway	5S		
AEROJET GENERAL CORPORATION - RANCHO COR	YES	AEROSPACE	Rocket manufacturing and testing facility	5C	Large off site plume; major impact on local Mun. Supply Wells; onsite soils and gw in RI/FS phase.	5S	D1	
NASA/JET PROPULSION LABORATORIES (PASADENA)	YES	ORDNANCE,AEROSPACE	Rocket testing facility	7	Remedial Investigation complete, perchlorate plume characterized.	04	D3	
US. NAVAL AIR STATION (SAN NICHOLAS ISLAND)	YES	ORDNANCE	Navy missile test range	1	Prelim investigation of one source area completed in 11/00. Draft Workplan for expanded investigation completed 08/01	04	D3	
SIERRA ARMY DEPOT	YES	ORDNANCE	Open Burn/Open Detonation.	5C		6T	D1	
G. E. PLASTICS	YES	OTHER	used perchlorate to etch teflon chips & remove organics	2	Just beginning. Plan fsubmitted for additional investigation & remediation of soil & groundwater	08	D4	
TDY INDUSTRIES	YES	ORDNANCE	Soil and groundwater at the site have been affected by releases of perchlorate from various former facility operation.	5R	Corrective Action Plan submitted and being reviewed by RB staff.	03	D2	
WHITTAKER ORDNANCE INC.	YES	ORDNANCE	Ammonium perchlorate storage and milling operations. Wash-water discharged from	5R	Investigation completed and approved on May 16, 2001. Feasibility Study for Corrective Action Report	03		

			buildings. Discharge of perchlorate from burning bldg. during hosing down of bldg.; test firing of explosives; discharge via sinks to ground surface and dry wells.		was approved on October 31, 2002.			
NATIONAL SEMICONDUCTOR CORPORATION	YES	AEROSPACE	Perchlorate source lies on former United Technologies Corp. property at 1050 East Arques Avenue. National Semiconductor assumed responsibility from UTC.	7	Investigation completed in 2002.	02		
OLIN CORPORATION	YES	OTHER, FLARE MANUFACTURING	Perchlorate contamination attributed to the manufacture of signal flares using potassium perchlorate as an active ingredient.	5R	Currently assessing lateral and vertical extent of perchlorate plume and identifying domestic wells impacted; onsite remediation plan under review	03	D2	1
LOCKHEED PROPULSION CO. (BEAUMONT)	YES	AEROSPACE	Former rocket motor testing facility.	7	DTSC Certified site in 1994; currently site is in O&M; 5-year review in progress. Perchlorate identified during the 5-year review. Lockheed is considering new alternative treatment technologies.	08	D4	
WHITTAKER-BERMITE, SANTA CLARITA	YES	ORDNANCE	Fireworks, Explosives and Ordnance Manufacturing and Testing facility	5C	Site is still being characterized to determine vertical and horizontal extent of cont. in source areas on-site. Army Corp of Engineers is working on defining perchlorate distribution and characterizing groundwater	04	D3	

STRINGFELLOW	YES	ORDNANCE	Disposal Pits, Munitions Testing	5C	contamination at this 1000 acre site. Perchlorate was recently identified in groundwater and soil and is still being characterized.	08	D4	
MCCLELLAN AIR FORCE BASE	YES					05	D1	
SPECIAL DEVICES INC.	YES	EXPLOSIVES - NOT SOLELY FOR MILITARY USE, AEROSPACE	Aerospace Device Manufacturing	5C	RCRA Facility Investigation Workplan Phase	04	D3	I
VANDENBERG AIRFORCE BASE (SITE 8 CLUSTER)	YES	AEROSPACE	Rocket launch area	3B	Detection made during screening of new monitoring wells installed as part of ongoing solvent plume investigation. Base personnel are initiating a comprehensive survey of monitoring wells in the area.	03	D4	I
FORMER AEROJET GENERAL/SPACE GENERAL (SOUTH EL MONTE)	YES	OTHER, AEROSPACE		1		04		
BOEING/FORMER ROCKETDYNE (SANTA SUSANNA)	YES	OTHER, AEROSPACE		3B		04		
EDWARDS AFB	YES	ORDNANCE	Rocket test facility. Perchlorate detected in soil and ground water at Air Force Research Laboratory sites.	5R	Interim Remedial Action (IRA) consisting of pump & treat and ion exchange.	6V	D1	I
PURITY DELTA GUNNITE	YES	OTHER	former oil recycling facility	1	The Attorney General's Office has filed suit with potential responsible parties to do the cleanup and pay DTSC's past costs.		D1	I
LAWRENCE LIVERMORE NATIONAL LABORATORY, SITE 300	YES		Explosives testing facility	7	An Interim Record of Decision has been signed. The selected remedies for the areas with perchlorate include either groundwater extraction and treatment or monitoring as the primary	5S	D2	I

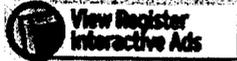
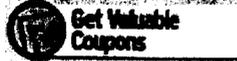
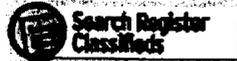
MCDONNELL DOUGLAS/AEROJET INACTIVE	YES	AEROSPACE	Board issued CA Order for PER cleanup; Rest of site cleanup is DTSC lead	5C	components. Off site gw pump & treat system under construction.	5S	D1	\
AEROJET GENERAL CHINO HILLS	YES	ORDNANCE	Ordnance testing facility. Perchlorate associated with the Upper A-12 Test Area	5C	Small localized plume	08	D4	I
BEALE AFB	YES	ORDNANCE	Explosives Ordnance Range Disposal Pit	3B	Investigation planned in FY 2002/03 or 2003/04.	05	D1	I
CASMALIA	YES	AEROSPACE	Hazardous waste landfill most likely	5C	RI/FS work plan in development; 4 of 6 landfills capped.	03	D1	\
CHINA LAKE NAVAL WEAPONS STATION	YES	AEROSPACE	Michelson Laboratory operable unit, series of drainage ditches, dry wells and industrial sewer system. China Lake is a research and development facility for development of naval weaponry.	5C	Ongoing remedial investigation (RI) being conducted to delineate extent of contamination.	6V	D1	\



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Tues:

TOP NEWS

Aliso: a stream of blight

Environment: A new county report shows unsafe pollution at most every tested site.

August 1, 2001

By SUSAN GILL VARDON The Orange County Register

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RELATED Checkin creek



Urban runoff from seven south Orange County cities is so noxious that it exceeds safe-swimming water standards at all but three of 35 sites - and by 100-fold at four - a county report released Tuesday shows.



Swimmers frolic at the outflow of Aliso Creek, where the water is often posted as unsafe for human contact due to urban runoff. It wasn't on this day.

Photos: Chas Metivier / The Register

The report discloses the results of 10 weeks of testing for fecal coliform bacteria at 35 pipes that drain runoff from city streets and from about 60 other sites in Aliso Creek.

These results are just the tip of the iceberg. To meet tougher clean-water standards, residents could face tough new environmental restrictions - such as a ban on washing cars in driveways and limits on the amount of water used to irrigate lawns.

And cities will have to spend hundreds of thousands of dollars - dollars not now in any city's budget -- to meet testing, treatment and monitoring requirements proposed by the regional water board in its new storm- water permit.

County biologists started testing the creek after a March 2 order by the San Diego Regional Water Quality Control Board that the county and the seven cities -- Aliso Viejo, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest and Mission Viejo -- make the creek safe for swimming.

Their next step is to use the information to find ways to clean up specific sites, to locate the source of the polluted runoff and step up public education.

"We could spend millions of dollars putting filters at the ends of pipes and not necessarily solve the problem in the creek," said Dennis Wilberg, Mission Viejo's director of public works.

"The science doesn't seem to be there to say, 'This is what you install.' It's not a simple solution."



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U.S. Environmental Protection Agency

Polluted Runoff (Nonpoint Source Pollution)

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Management Measures for Urban Areas - I. Introduction

A. What "Management Measures" Are

This chapter specifies management measures to protect coastal waters from urban sources of nonpoint pollution. "Management measures" are defined in section 6217 of the Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) as economically achievable measures to control the addition of pollutants to our coastal waters, which reflect the greatest degree of pollutant reduction achievable through the application of the best available nonpoint pollution control practices, technologies, processes, siting criteria, operating methods, or other alternatives.

These management measures will be incorporated by States into their coastal nonpoint programs, which under CZARA are to provide for the implementation of management measures that are "in conformity" with this guidance. Under CZARA, States are subject to a number of requirements as they develop and implement their Coastal Nonpoint Pollution Control Programs in conformity with this guidance and will have some flexibility in doing so. The application of these management measures by States to activities causing nonpoint pollution is described more fully in Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, published jointly by the U.S. Environmental Protection Agency (EPA) and the National Oceanic and Atmospheric Administration (NOAA).

B. What "Management Practices" Are

In addition to specifying management measures, this chapter also lists and describes management practices for illustrative purposes only. While State programs are required to specify management measures in conformity with this guidance, State programs need not specify or require the implementation of the particular management practices described in this document. However, as a practical matter, EPA anticipates that the management measures generally will be implemented by applying one or more management practices appropriate to the source, location, and climate. The practices listed in this document have been found by EPA to be representative of the types of practices that can be applied successfully to achieve the management measures. EPA has also used some of these practices, or appropriate combinations of these practices, as a basis for estimating the effectiveness, costs, and economic impacts of achieving the management measures. (Economic impacts of the management measures are addressed in a separate document entitled *Economic Impacts of EPA Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters*.)

EPA recognizes that there is often site-specific, regional, and national variability in the selection of appropriate practices, as well as in the design constraints and pollution control effectiveness of practices. The list of practices for each management measure is not all-inclusive and does not preclude States or local agencies from using other technically sound practices. In all cases, however, the practice or set of practices chosen by a State needs to achieve the management measure.

C. Scope of This Chapter

This chapter addresses six major categories of sources of urban nonpoint pollution that affect surface waters:

1. Runoff from developing areas;
2. Runoff from construction sites;
3. Runoff from existing development;
4. On-site disposal systems;
5. General sources (households, commercial, and landscaping); and
6. Roads, highways, and bridges.

Each category of sources is addressed in a separate section of this guidance. Each section contains (1) the management measure; (2) an applicability statement that describes, when appropriate, specific activities and locations for which the measure is suitable; (3) a description of the management measure's purpose; (4) the basis for the management measure's selection; (5) information on management practices that are suitable, either alone or in combination with other practices, to achieve the management measure; (6) information on the effectiveness of the management measure and/or of practices to achieve the measure; and (7) information on costs of the measure and/or practices to achieve the measure.

D. Relationship of This Chapter to Other Chapters and to Other EPA Documents

1. Chapter 1 of this document contains detailed information on the legislative background for this guidance, the process used by EPA to develop this guidance, and the technical approach used by EPA in the guidance.
2. Chapter 6 of this document contains information and management measures for addressing nonpoint source impacts resulting from hydromodification, which often occurs to accommodate urban development.
3. Chapter 7 of this document contains management measures to protect wetlands and riparian areas that provide a nonpoint source pollution abatement function. These measures apply to a broad variety of sources, including urban sources.
4. Chapter 8 of this document contains information on recommended monitoring techniques to (1) ensure proper implementation, operation, and maintenance of the management measures and (2) assess over time the success of the measures in reducing pollution loads and improving water quality.
5. EPA has separately published a document entitled *Economic Impacts of EPA Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters*.
6. NOAA and EPA have jointly published guidance entitled *Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance*. This guidance contains details on how State Coastal Nonpoint Pollution Control Programs are to be developed by States and approved by NOAA and EPA. It includes guidance on:
 - o The basis and process for EPA/NOAA approval of State Coastal Nonpoint Pollution Control Programs;
 - o How NOAA and EPA expect State programs to provide for the implementation of management measures "in conformity" with this management measures guidance;
 - o How States may target sources in implementing their Coastal Nonpoint Pollution Control Programs;
 - o Changes in State coastal boundaries; and
 - o Requirements concerning how States are to implement their Coastal Nonpoint Pollution Control Programs.

E. Overlap Between This Management Measure Guidance for Control of Coastal Nonpoint Sources and Storm Water Permit Requirements for Point Sources

Historically, overlaps and ambiguity have existed between programs designed to control urban nonpoint sources and programs designed to control urban point sources. For example, runoff that originates as a nonpoint source may ultimately be channelized and become a point source. Potential confusion concerning coverage and implementation of these two programs has been heightened by Congressional enactment of two important pieces of legislation: section 402(p) of the Clean Water Act, which establishes permit requirements for certain municipal and industrial storm water discharges, and section 6217 of CZARA, which requires EPA to promulgate and States to provide for the implementation of management measures to control nonpoint pollution in coastal waters. The discussion below is intended to clarify the relationship between these two programs and describe the scope of the coastal nonpoint program and its applicability to storm water in coastal areas.

1. The Storm Water Permit Program

The storm water permit program is a two-phased program enacted by Congress in 1987 under section 402 (p) of the Clean Water Act. Under Phase I, National Pollutant Discharge Elimination System (NPDES) permits are required to be issued for municipal separate storm sewers serving large or medium-sized populations (greater than 250,000 or 100,000 people, respectively) and for storm water discharges associated with industrial activity. Permits are also to be issued, on a case-by-case basis, if EPA or a State determines that a storm water discharge contributes to the violation of a water quality standard or is a significant contributor of pollutants to waters of the United States. EPA published a rule implementing Phase I on November 16, 1990.

Under Phase II, EPA is to prepare two reports to Congress that assess remaining storm water discharges; determine, to the maximum extent practicable, the nature and extent of pollutants in such discharges; and establish procedures and methods to control storm water discharges to the extent necessary to mitigate impacts on water quality. Then, EPA is to issue regulations that designate storm water discharges, in addition to those addressed in Phase I, to be regulated to protect water quality and is to establish a comprehensive program to regulate those designated sources. The program is required to establish (1) priorities, (2) requirements for State storm water management programs, and (3) expeditious deadlines.

These regulations were to have been issued by EPA not later than October 1, 1992. However, because of EPA's emphasis on Phase I, the Agency has not yet been able to complete and issue appropriate regulations as required under section 402(p). The completion of Phase II is now scheduled for October 1993.

2. Coastal Nonpoint Pollution Control Programs

As discussed more fully earlier, Congress enacted section 6217 of CZARA in late 1990 to require that States develop Coastal Nonpoint Pollution Control Programs that are in conformity with the management measures guidance published by EPA.

3. Scope and Coverage of This Guidance

EPA is excluding from coverage under this section 6217(g) guidance all storm water discharges that are covered by Phase I of the NPDES storm water permit program. Thus, EPA is excluding any discharge from a municipal separate storm sewer system serving a population of 100,000 or more; any discharge of storm water associated with industrial activity; any discharge that has already been permitted; and any discharge for which EPA or the State makes a determination that the storm water discharge contributes to a violation of a water quality standard or is a significant contributor of pollutants to waters of the United States. All of these activities are clearly addressed by the storm water permit program and therefore are excluded from the Coastal Nonpoint Pollution Control Programs.

EPA is adopting a different approach with respect to other (Phase II) storm water discharges. At present, EPA has not yet promulgated regulations that would designate additional storm water discharges, beyond those regulated in Phase I, that will be required to be regulated in Phase II. It is therefore not possible to determine at this point which additional storm water discharges will be regulated by the NPDES program and which will not. Furthermore, because of the great number of such discharges, it is likely that it would take many years to permit all of these discharges even if EPA allows for relatively expeditious State permitting approaches such as the use of general permits.

Therefore, to give effect to the Congressional intent that coastal waters receive special and expeditious attention from EPA, NOAA, and the States, storm water runoff that potentially may be ultimately covered by Phase II of the storm water permits program is subject to this management measures guidance and will be addressed by the States' Coastal Nonpoint Pollution Control Programs. Any storm water runoff that ultimately is regulated under an NPDES permit will no longer be subject to this guidance once the permit is issued.

In addition, it should be noted that some other activities are not presently covered by the NPDES permit requirements and thus would be subject to a State's Coastal Nonpoint Pollution Control Program. Most importantly, construction activities on sites that result in the disturbance of less than 5 acres, which are not currently covered by Phase I storm water application requirements, are covered by the Coastal Nonpoint Pollution Control Program. Similarly, runoff from wholesale, retail, service, or commercial activities, including gas stations, which are not covered by Phase I of the NPDES storm water program, would be subject instead to a State's Coastal Nonpoint Pollution Control Program. Further, onsite disposal systems (OSDS), which are generally not covered by the storm water permit program, would be subject to a State's Coastal Nonpoint Pollution Control Program.

Finally, EPA emphasizes that while different legal authorities may apply to different situations, the goals of the NPDES and CZARA programs are complementary. Many of the techniques and practices used to control storm water are equally applicable to both programs. Yet, the programs do not work identically. In the interest of consistency and comprehensiveness, States have the option to implement the CZARA section 6217(g) management measures throughout the State's 6217 management area as long as the NPDES storm water requirements continue to be met by Phase I sources in that area.

F. Background

The prevention and control of urban nonpoint source pollution in coastal areas pose a distinctive challenge to the environmental manager. Increasing water quality problems and degraded coastal resources point to the need for comprehensive solutions to protect and enhance coastal water quality. This chapter presents a framework for preventing and controlling urban nonpoint sources of pollution.

Urban runoff management requires that a number of objectives be pursued simultaneously. These objectives include the following:

- Protection and restoration of surface waters by the minimization of pollutant loadings and negative impacts resulting from urbanization;
- Protection of environmental quality and social well-being;
- Protection of natural resources, e.g., wetlands and other important aquatic and terrestrial ecosystems;
- Minimization of soil erosion and sedimentation problems;
- Maintenance of the predevelopment hydrologic conditions;
- Protection of ground-water resources;
- Control and management of runoff to reduce/prevent flooding; and

- Management of aquatic and riparian resources for active and passive recreation (APWA, 1981).

1. Urbanization and Its Impacts

Urbanization first occurred in coastal areas and this historical trend continues. Approximately 80 percent of the Nation's population lives in coastal areas. The negative impacts of urbanization on coastal and estuarine waters has been well documented in a number of sources, including the Nationwide Urban Runoff Program (NURP) and the States .305(b) and .319 reports.

During urbanization, pervious spaces, including vegetated and open forested areas, are converted to land uses that usually have increased areas of impervious surface, resulting in increased runoff volumes and pollutant loadings. While urbanization may enhance the use of property under a wide range of environmental conditions (USEPA, 1977), urbanization typically results in changes to the physical, chemical, and biological characteristics of the watershed. Vegetative cover is stripped from the land and cut-and-fill activities that enhance the development potential of the land occur. For example, natural depressions that temporarily pond water are graded to a uniform slope, increasing the volume of runoff during a storm event (Schueler, 1987). As population density increases, there is a corresponding increase in pollutant loadings generated from human activities. These pollutants typically enter surface waters via runoff without undergoing treatment.

a. Changes in Hydrology

As urbanization occurs, changes to the natural hydrology of an area are inevitable. Hydrologic and hydraulic changes occur in response to site clearing, grading, and the addition of impervious surfaces and maintained landscapes (Schueler, 1987). Most problematic are the greatly increased runoff volumes and the ensuing erosion and sediment loadings to surface waters that accompany these changes to the landscape. Uncontrolled construction site sediment loads have been reported to be on the order of 35 to 45 tons per acre per year (Novotny and Chesters, 1981; Wolman and Schick, 1967; Yorke and Herb, 1976, 1978). Loadings from undisturbed woodlands are typically less than 1 ton per year (Leopold, 1968).

Hydrological changes to the watershed are magnified after construction is completed. Impervious surfaces, such as rooftops, roads, parking lots, and sidewalks, decrease the infiltrative capacity of the ground and result in greatly increased volumes of runoff. Elevated flows also necessitate the construction of runoff conveyances or the modification of existing drainage systems to avoid erosion of streambanks and steep slopes. Changes in stream hydrology resulting from urbanization include the following (Schueler, 1987):

- Increased peak discharges compared to predevelopment levels (Leopold, 1968; Anderson, 1970);
- Increased volume of urban runoff produced by each storm in comparison to predevelopment conditions;
- Decreased time needed for runoff to reach the stream (Leopold, 1968), particularly if extensive drainage improvements are made;
- Increased frequency and severity of flooding;
- Reduced streamflow during prolonged periods of dry weather due to reduced level of infiltration in the watershed; and
- Greater runoff velocity during storms due to the combined effects of higher peak discharges, rapid time of concentration, and the smoother hydraulic surfaces that occur as a result of development.

In addition, greater runoff velocities occur during spring snowmelts and rain-on-snow events in suburban watersheds than in less impervious rural areas (Buttle and Xu, 1988). Major snowmelt events can produce peak flows as large as 20 times initial flow runoff rates for urban areas (Pitt and McLean, 1992).

Figures 4-1 and 4-2 illustrate the changes in runoff characteristics resulting from an increasing percentage of impervious areas. Other physical characteristics of aquatic systems that are affected by urbanization include the total volume of watershed runoff baseflow, flooding frequency and severity, channel erosion and

sediment generation, and temperature regime (Klein, 1985).

b. Water Quality Changes

Urban development also causes an increase in pollutants. The pollutants that occur in urban areas vary widely, from common organic material to highly toxic metals. Some pollutants, such as insecticides, road salts, and fertilizers, are intentionally placed in the urban environment. Other pollutants, including lead from automobile exhaust and oil drippings from trucks and cars, are the indirect result of urban activities (USEPA, 1977).

Many researchers have linked urbanization to degradation of urban waterways (e.g., Klein, 1985, Livingston and McCarron, 1992, Schueler, 1987). The major pollutants found in runoff from urban areas include sediment, nutrients, oxygen-demanding substances, road salts, heavy metals, petroleum hydrocarbons, pathogenic bacteria, and viruses. Livingston and McCarron (1992) concluded that urban runoff was the major source of pollutants in pollutant loadings to Florida's lakes and streams. Table 4-1 illustrates examples of pollutant loadings from urban areas. Table 4-2 describes potential sources of urban runoff pollutants.

2. Nonpoint Source Pollutants and Their Impacts

The following discussion identifies the principal types of pollutants found in urban runoff and describes their potential adverse effects (USEPA, 1990).

Sediment. Suspended sediments constitute the largest mass of pollutant loadings to surface waters. Sediment has both short- and long-term impacts on surface waters. Among the immediate adverse impacts of high concentrations of sediment are increased turbidity, reduced light penetration and decreases in submerged aquatic vegetation (SAV) (Chesapeake Implementation Committee, 1988), reduced prey capture for sight-feeding predators, impaired respiration of fish and aquatic invertebrates, reduced fecundity, and impairment of commercial and recreational fishing resources. Heavy sediment deposition in low-velocity surface waters may result in smothered benthic communities/reef systems (CRS, 1991), increased sedimentation of waterways, changes in the composition of bottom substrate, and degradation of aesthetic value. The primary cause of coral reef degradation in coastal areas is attributed to land disturbances and dredging activities due to urban development (Rogers, 1990). Additional chronic effects may occur where sediments rich in organic matter or clay are present. These enriched depositional sediments may present a continued risk to aquatic and benthic life, especially where the sediments are disturbed and resuspended.

Nutrients. The problems resulting from elevated levels of phosphorus and nitrogen are well known and are discussed in detail in Chapter 2 (agriculture). Excessive nutrient loading to marine ecosystems can result in eutrophication and depressed dissolved oxygen (DO) levels due to elevated phytoplankton populations. Eutrophication-induced hypoxia and anoxia have resulted in fish kills and widespread destruction of benthic habitats (Harper and Gullient, 1989). Surface algal scum, water discoloration, and the release of toxins from sediment may also occur. Species composition and size structure for primary producers may be altered by increased nutrient levels (Hecky and Kilham, 1988; GESAMP, 1989; Thingstad and Sakshaug, 1990).

Occurrences of eutrophication have been frequent in several coastal embayments along the northeast coast (Narragansett and Barnegat Bays), the Gulf Coast (Louisiana and Texas), and the West Coast (California and Washington) (NOAA, 1991). High nitrate concentrations have also been implicated in blooms of nuisance algae in Newport Bay, California (NRC, 1990b). Nutrient loadings in Louisiana coastal waters have decreased productivity, increased hypoxic events, and decreased fisheries yields (NOAA, 1991).

Oxygen-Demanding Substances. Proper levels of DO are critical to maintaining water quality and aquatic life. Decomposition of organic matter by microorganisms may deplete DO levels and result in the impairment of the waterbody. Data have shown that urban runoff with high concentrations of decaying organic matter

can severely depress DO levels after storm events (USEPA, 1983). The NURP study found that oxygen-demanding substances can be present in urban runoff at concentrations similar to secondary treatment discharges.

Pathogens. Urban runoff typically contains elevated levels of pathogenic organisms. The presence of pathogens in runoff may result in waterbody impairments such as closed beaches, contaminated drinking water sources, and shellfish bed closings. OSDS-related pathogen contamination has been implicated in a number of shellfish bed closings. Table 4-3 shows the adverse impacts of septic systems and urban runoff on shellfish beds, resulting in closure. This problem may be especially prevalent in areas with porous or sandy soils.

Road Salts. In northern climates, road salts can be a major pollutant in urban areas. Klein (1985) reported on several studies by various authors of road salt contamination in lakes and streams and cases where well contamination had been attributed to road salts in New England. Snow runoff produces high salt/chlorine concentrations at the bottom of ponds, lakes, and bays. Not only does this condition prove toxic to benthic organisms, but it also prevents crucial vertical spring mixing (Bubeck et al., 1971; Hawkins and Judd, 1972).

Hydrocarbons. Petroleum hydrocarbons are derived from oil products, and the source of most such pollutants found in urban runoff is vehicles' auto and truck engines that drip oil. Many do-it-yourself auto mechanics dump used oil directly into storm drains (Klein, 1985). Concentrations of petroleum-based hydrocarbons are often high enough to cause mortalities in aquatic organisms.

Oil and grease contain a wide variety of hydrocarbon compounds. Some polynuclear aromatic hydrocarbons (PAHs) are known to be toxic to aquatic life at low concentrations. Hydrocarbons have a high affinity for sediment, and they collect in bottom sediments where they may persist for long periods of time and result in adverse impacts on benthic communities. Lakes and estuaries are especially prone to this phenomenon.

Heavy Metals. Heavy metals are typically found in urban runoff. For example, Klein (1985) reported on a study in the Chesapeake Bay that designated urban runoff as the source for 6 percent of the cadmium, 1 percent of the chromium, 1 percent of the copper, 19 percent of the lead, and 2 percent of the zinc.

Heavy metals are of concern because of toxic effects on aquatic life and the potential for ground-water contamination. Copper, lead, and zinc are the most prevalent NPS pollutants found in urban runoff. High metal concentrations may bioaccumulate in fish and shellfish and impact beneficial uses of the affected waterbody.

Toxics. Many different toxic compounds (priority pollutants) have been associated with urban runoff. NURP studies (USEPA, 1983) indicated that at least 10 percent of urban runoff samples contained toxic pollutants.

a. Pollutant Loading

Nonpoint source pollution has been associated with water quality standard violations and the impairment of designated uses of surface waters (Davenport, 1990). The 1990 Report to Congress on .319 of the Clean Water Act reported that:

- Siltation and nutrients are the pollutants most responsible for nonpoint source impacts to the Nation's surface waters, and
- Wildlife and recreation, (in particular, swimming, fishing, and shellfishing) are the uses most affected by nonpoint source pollution.

The pollutants described previously can have a variety of impacts on coastal resources. Examples of waterbodies that have been adversely impacted by nonpoint source pollution are varied.

- The Miami River and Biscayne Bay in Florida have experienced loss of habitat, loss of recreational

and commercial fisheries, and decrease in productivity partly as the result of urban runoff (SFWMD, 1988).

- Shellfish beds in Port Susan, Puget Sound, Washington, have been declared unsafe for the commercial harvest of shellfish in part because of bacterial contamination from onsite disposal systems (USEPA, 1991).
- Impairment due to toxic pollution from urban runoff continues to be a problem in the southern part of San Francisco Bay (USEPA, 1992).
- Nonpoint sources of pollution have been implicated in degradation of water quality in Westport River, Massachusetts, a tributary of Buzzards Bay. High concentrations of coliform bacteria have been observed after rainfall events, and shellfish bed closures in the river have been attributed to loadings from surface runoff and septic systems (USEPA, 1992).
- In Brenner Bay, St. Thomas, U.S. Virgin Islands, populations of corals and shellfish and marine habitat have been damaged due to increased nutrient and sediment loadings. After several years of rapid urban development, less than 10 percent of original grass beds remain as a result of sediment shoaling, eutrophication, and algae blooms (Nichols and Towle, 1977).

b. Other Impacts

Other impacts not related to a specific pollutant can also occur as a result of urbanization. Temperature changes result from increased flows, removal of vegetative cover, and increases in impervious surfaces. Impervious surfaces act as heat collectors, heating urban runoff as it passes over the impervious surface. Recent data indicate that intensive urbanization can increase stream temperature as much as 5 to 10 degrees Celsius during storm events (Galli and Dubose, 1990). Thermal loading disrupts aquatic organisms that have finely tuned temperature limits. Salinity can also be affected by urbanization.

Freshwater inflows due to increased runoff can impact estuaries, especially if they occur in pulses, disrupting the natural salinity of an area. Increased impervious surface area and the presence of storm water conveyance systems commonly result in elevated peak flows in streams during and after storm events. These rapid pulses or influxes of fresh water into the watershed may be 2 to 10 times greater than normal (ABAG, 1991) This may lead to a decrease in the number of aquatic organisms living in the receiving waters (McLusky, 1989).

The alteration of natural hydrology due to urbanization and the accompanying runoff diversion, channelization, and destruction of natural drainage systems have resulted in riparian and tidal wetland degradation or destruction. Deltaic wetlands have also been impacted by changes in historic sediment deposition rates and patterns. Hydromodification projects designed to prevent flooding may reduce sedimentation rates and decrease marsh aggradation, which would normally offset erosion and apparent changes in sea level within the delta (Cahoon et al., 1983).

3. Opportunities

This chapter was organized to parallel the development process to address the prevention and treatment of nonpoint source pollution loadings during all phases of urbanization. (NOTE: The control of nonpoint source pollution requires the use of two primary strategies: the prevention of pollutant loadings and the treatment of unavoidable loadings. The strategy in this chapter relies primarily on the watershed approach, which focuses on pollution prevention or source reduction practices. While treatment options are an integral component of this chapter, a combination of pollution prevention and treatment practices is favored because planning, design, and education practices are generally more effective, require less maintenance, and are more cost-effective in the long term.)

The major opportunities to control NPS loadings occur during the following three stages of development: the siting and design phase, the construction phase, and the postdevelopment phase. Before development occurs, land in a watershed is available for a number of pollution prevention and treatment options, such as setbacks, buffers, or open space requirements, as well as wet ponds or constructed urban runoff wetlands

that can provide treatment of the inevitable runoff and associated pollutants. In addition, siting requirements/restrictions and other land use ordinances, which can be highly effective, are more easily implemented during this period. After development occurs, these options may no longer be practicable or cost-effective. Management Measures II.A through II.C address the strategies and practices that can be used during the initial phase of the urbanization process.

The control of construction-related sediment loadings is critical to maintaining water quality. The implementation of proper erosion and sediment control practices during the construction stage can significantly reduce sediment loadings to surface waters. Management Measures [II.A](#) and [II.B](#) address construction-related practices.

After development has occurred, lack of available land severely limits the implementation of cost-effective treatment options. [Management Measure VI.A](#) focuses on improving controls for existing surface water runoff through pollution prevention to mitigate nonpoint sources of pollution generated from ongoing domestic and commercial activities.

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Bring your: wafer thin board, autograph book, appetite for destruction
Best season: summer
Access: Park at Cristianitos lot. Take skateboard, bike or long walk past the trestles and paddle out where it looks like 100 seals are bobbing in the water.
Crowd factor: think 405 during rush hour
Local vibe: like a library during final exams
Bicep burn: 7 (1=knee-high Waikiki; 10=triple-overhead Ocean Beach)
Poo patrol: 2 (1=clean; 10=turds in the lineup)
Shark danger: 1 (1=none; 10=bring an iron cage)



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TRAVEL :

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Lowers

Pictures do Lowers justice -- not words. Just look at almost any photo of a surf contest held at Lowers in the past 10 years and you'll know exactly what the break is about -- flawless lines, corduroy to the horizon. It's a jewel of a wave. Mother Nature's gift to Orange County's swelling population of quality surf-starved waveriders. It's hard not to start babbling when talking about the best days at Lowers. Don't be surprised if you catch yourself saying "all-time" and "epic" in the same sentence. The bottom line is that Lowers lives up to its reputation. There's just one small problem -- you and the rest of the surfers within a 60-mile radius have to compete for waves with the world's best.

Interview with a Local Trestles

Longtime Trestles surfer Dino Andino laments the loss of a point guard

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Orange County Spots



4 RESULTS TO ARRIVE IN ZIP

Lowers bends out of the San Mateo Valley with its pebbly coastline pointing south and sucks in just about any swell coming from down under. The swells peak in a tight takeoff zone, and it's there that middle-aged longboarders, anxious grommets, confident ex-pros and the entire ASP Top 44 paddle in a frenzy for just about every wave that rolls in. On the best days, it's not uncommon to see 100-plus surfers converging on a five-wave set. That leaves 90 or so people empty-handed. Tension builds and usually words are exchanged between the longboarders catching most of the waves and the shortboarders who are getting skunked. It's rare to see any wave -- much less any good wave -- go unriden. Big swells help break up the pack and give your average surfer a chance to poke his 6'3" into a shot at glory. Oh, and one more thing: no matter how large it gets, Lowers rarely closes out.

If you do find yourself in perfect position for one of Trestles' classic widow's peaks, which way do you go? Left or right? Typically, the lefts tend to be shorter, hollower and punchier, with the rights being longer and better suited for multiple figure eights. In 1989, Christian Fletcher won big money at the Body Glove Surf Bout II by launching aerial after aerial on the rampy lefts. One year later, Kelly Slater showed the surfing world that the rights are not too shabby, either, by blasting a few tailslide off-the-lips and carving 360s to rake in an easy 30 grand. Whichever way you decide to go, you probably won't be disappointed with your choice.

Best tide: medium
Best swell direction: S, SW
Best size: anything above knee-high
Best wind: E

Perfecto-meter: 9 (1=Lake Erie; 10=Jeffreys Bay)
Bottom: sand, rock
Ability level: You may not need to know how to turn, but you do need to know how to catch a wave in a crowd.

SUR

Bring your: wafer thin board, autograph book, appetite for destruction
Best season: summer
Access: Park at Cristianitos lot. Take skateboard, bike or long walk past the trestles and paddle out where it looks like 100 seals are bobbing in the water.
Crowd factor: think 405 during rush hour
Local vibe: like a library during final exams
Bicep burn: 7 (1=knee-high Waikiki; 10=triple-overhead Ocean Beach)
Poo patrol: 2 (1=clean; 10=turds in the lineup)
Shark danger: 1 (1=none; 10=bring an iron cage)



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WEEKLY

October 1 - 7, 1999

The Death Ray

Welcome to South Orange County, home of uranium 238, illegal immigrants, rare trout, and the most powerful military laser in the world

by Ned Madden

THE VALLEY OF THE WEIRD

The best view of Orange County's Valley of the Weird is at the topmost point of Rancho San Clemente Ridgeline Trail, a dirt-path spine along a gully-cut plateau at San Clemente's summit, 888 feet above sea level. From here, you can see most of the Valley of the Weird, and what you can't see—like the artillery range at Camp Pendleton emitting the thumpa-wumpa, thoonka-whoonka of an 8-ton howitzer—you can hear.

The valley is just a few square miles at the southeast edge of San Clemente on the Orange County/San Diego County border. It's a small area, a crack in space, a geopolitical black hole where the 89.3 FM radio signal fades and leaks into 89.5 FM amid the hiss and buzz of distant lightning strikes and exploding galaxies.

It's small but includes the kind of distilled weirdness you'd swear needs a continent-wide canvas.

In addition to your howitzer thunder, you've got every radioactive U-235 pellet ever used at the 32-year-old San Onofre Nuclear Generating Station (known rarely by its felicitous acronym, SONGS) cooling in concrete storage pools and steel casks while awaiting removal to some distant and as-yet-unbuilt U.S. government waste site. The plant itself is famous for its eternally perky D-cup concrete-and-steel containment domes, breast-like in so Hollywood a way that they've appeared as visual gags in Leslie Nielsen movies. Nearby, you've got border cops who subject American citizens to random inspections of their persons and property at a station 70 miles from the U.S.-Mexico border, yellow signs of a *madre* and her *niños* running in silhouetted panic along the roadside, and the palatial former estate of Richard M. Nixon.

You've also got paradisiacal beauty, of course—acres of lush, vine-ripe tomatoes, a beach for nude sunbathers, and the world's most perfect breakers near Trestles Beach ("the Yosemite of Surfing," according to the Surfrider Foundation). There's even the San Mateo River, a waterway of rare steelhead trout—though the Marines plan to build base housing around the trout's river home, the county is eager to blast a new toll road (the 241) through the adjacent state park, and builders have bonneted the wild country with burned-earth terra-cotta-tiled homes.

Oh, and there's a secret death ray.

BUBBLE GUN

Standing atop Rancho San Clemente Ridgeline Trail, look north, and you'll see luminous white domes glistening brightly in the California sunshine on the ravine-creased hillsides of Christianitos Canyon. The bubble-top buildings belong to the TRW Capistrano Test Site (CTS), birthplace of Alpha, a \$200 million megawatt-class space-based laser, the most powerful "beam weapon" in the U.S. military arsenal.

In the Valley of the Weird sideshow, CTS ranks as the real star. Located on San Clemente's northeast edge where Avenida Pico dead-ends into Christianitos Canyon at the county line, the site is used for large-scale testing of thrusters, rocket engines, propulsion systems and high-energy lasers like Alpha the Death Ray.

Neighborliness has led me to want to get to know as much as possible about CTS, which I first stumbled across when I moved to San Clemente in 1989. I've looked into the place because I can't deny the potential trouble—trousered ape, capital "T" kind of Trouble—that it represents for me and mine, since any hostile nation would almost certainly target its nukes at this very hot cool spot in the Valley of the Weird on the edge of my hometown.

But police, city officials, town newspaper—no San Clemente locals had much information about the place. A call to TRW yielded nothing, except the rather bizarre suggestion that officials would talk to me if I were "on assignment for *Adweek* or some more traditional aerospace publication that really speaks more to the industry." Because, you know, only industry people would be interested in the fact that a massive death ray is being aimed, fired and re-holstered in the hills of South County.

TRW operates CTS through its Space & Electronics Group, which is based in Redondo Beach. The defense contractor built the place in 1963 on 2,700 acres of what was then remote, almost inaccessible, unincorporated Orange County land leased from the Santa Margarita Co. For years after, CTS remained hidden in the canyon. Suburban sprawl has changed that. These days, you can see the place easily from a golf course, a baseball field and the 5 freeway. But TRW still runs the wide-ranging, mysterious, armed-guard-protected domain in top-secret mode. Don't even bother trying to find it on a map—unless it's this map: on Page A32 of the 1998 PacBell phone book customer guide, under "Nuclear Emergency Information," the Avenida Pico-Christianitos Road connection just above Camp Pendleton appears as something called a "Primary Evacuation Route." Incredibly, that route leads to the CTS guard gate and, beyond, to a private road.

A still-twitching reflex of our officially brain-dead Cold War, CTS looks as though someone had dropped a futuristic space park—designed by Terry Gilliam in a peculiar hybrid sci-fi lab/industrial smokestack factory theme with a killer chainlink-and-barbed-wire fence—smack in the middle of sun-dappled nowhere wilderness.

TRW calls the hemisphere-roofed structures "test stands," "radar domes" or "radomes." They are micro-environments for simulating outer space. Inside the domes, hardware like Alpha the Death Ray goes through trials by fire.

LASER SAVIOR

TRW has always been interested in space. The CTS brain trust made its reputation in the 1960s by

creating spacecraft and rocket-propulsion systems that played a key role in JFK's moon mission. TRW built the world's first "variable-thrust" rocket engine, which became the Apollo lunar module descent engine that gently lowered Neil Armstrong et al., the last 10 miles to the moon's surface. The lunar module descent engine, which landed astronauts on the moon six times between 1969 and 1974, also provided deliverance for the benighted crew of Apollo 13 in 1970.

But in the early 1970s, Americans lost faith in just about every public venture: its presidents, their wars, their calls to land men on distant planets. Funding for the Apollo program dried up, and with it went CTS jobs. But there were still the Russians. TRW shifted quickly; began emphasizing CTS as a "cradle for emerging defense technologies"; and used the site to develop and test satellite rocket engines, satellite communications antennas and "directed energy weapons"—what you and I call lasers.

Ronald Reagan revived CTS in the 1980s with his infamous, scandalous \$50 billion corporate-welfare program for the military-industrial complex—the Strategic Defense Initiative, a.k.a. Star Wars, after George Lucas' popular film. Reagan wanted Star Wars to help stop intercontinental ballistic missiles before they got anywhere near American soil. The plan involved using satellites to direct laser beams at enemy missiles as they re-entered Earth's atmosphere.

That project ultimately died a death that was too gentle for its enemies—it simply ran out of cash and lies. In 1993, amid government reports about rigged tests and falsified data, Star Wars was effectively mothballed. But its death was not complete. By the early 1990s, SDI had become a Hydra, spinning off son-of-Star Wars programs for everybody with credentials and cash: the U.S. Army (a ground-based Tactical High Energy Laser), the U.S. Air Force (a laser carried aboard a modified Boeing 747), the Pentagon's Ballistic Missile Defense Organization's space-based laser. As in the 1970s, CTS was once again saved from history. This time, the savior was laser technology.

DR. STRANGELOVE

The laser is built on one of the oldest technological dreams; along with fire, it is practically a symbol of our enlightenment as a species, epitomized in Archimedes' idea to attack the Roman fleet at Syracuse by using mirrors and lenses to focus burning solar rays on ships at sea. More recently, science fiction's preoccupation with burning death rays added modern gloss to the ancient dream. H.G. Wells' novel *War of the Worlds* featured deadly heat beams wielded by Martian invaders. Luke Skywalker and Obi-Wan Kenobi propelled the idea into the modern era.

Undaunted by SDI's failure, missile-defense advocates retain an almost religious belief in the efficacy of the laser-light beam as an instrument of vengeance and deliverance. It fits so nicely with other popular images of the divine: Zeusian lightning bolts, Tyndall sunbeams bursting through ragged clouds, crepuscular rays turning the sky a brilliant red-orange. With our space-based lasers, the thinking goes, we shall share the sidereal majesty of the bejeweled night sky with all the other brilliant stars as we hope to burn a big hole in a really bad dream.

So the laser didn't die, in part because it is part of ourselves—and sure, also because its immortality serves the interests of the huge corporations that work on lasers.

Here's what scientists in those companies figured: Star Wars didn't fail because lasers won't work in war. Star Wars failed because of politics because Reagan especially was too easily influenced by a single scientist: Edward Teller, father of the H-bomb and one of Stanley Kubrick's models for Dr. Strangelove. Teller's grip on the president forced Star Wars researchers down the path toward an unworkable laser—the atomic-powered x-ray.

The fundamental fraud of the x-ray was first exposed by *New York Times* science writer William J. Broad in his 1992 book *Teller's War: The Top-Secret Story Behind the Star Wars Deception*. According to Teller, each laser would be the result of a modest atomic blast inside the orbiting satellite. But such lasers didn't work, a fact that cost American taxpayers at least \$1.8 billion before more honest and sensible scientists finally prevailed.

Crawling from the Stars Wars wreckage, the Department of Defense turned to TRW, Lockheed and Martin Marietta for something else the companies' researchers had already successfully tested: lasers that burn old-fashioned rocket fuel to produce the death beam.

STAR WARS, THE SEQUEL

The turnaround began in March 1996, when the House and Senate Republican leadership introduced something called the Defend America Act of 1996. The stated purpose of this act was to establish a U.S. policy for the deployment of a national missile defense system. Among other findings, the bills asserted that the threat of ballistic-missile proliferation to the United States was "significant and growing." (As a curious footnote, Dana Rohrabacher, the Republican congressman from Huntington Beach, later argued that an anti-ballistic-missile system would allow the U.S. to knock out asteroids on a collision course with the Earth, thereby saving the world; his scenario closely paralleled the plots of *Deep Impact* and *Armageddon*, a couple of then-popular movies.)

Today, serious missile threats do exist. However, the threats are principally short-range missiles (less than 1,000 kilometers) in regional conflict scenarios and from "rogue states" such as Iran, Iraq and Libya. North Korea is working on a missile with a 3,600-mile range, sufficient to reach Alaska and Hawaii. Iran has tested an intermediate-range Shahab 3 missile and may be only several years away from an intercontinental weapon. Despite these developments, the threat of a ballistic-missile attack on American soil is far remoter than that of an Oklahoma City terrorist act in which low-tech nuclear, chemical or biological weapons are deployed—a nightmare scenario against which missile defenses offer little protection.

But facts, as Reagan once misspoke, "are stupid things." The National Missile Defense program grew. In 1997, the United States and Russia agreed on a reinterpretation of the Anti-Ballistic Missile Treaty, lifting prohibitions on any lasers and other advanced missile-defense systems in which the sensors and the kill mechanism were in different devices so that the weapon was not a single integrated unit. The Clinton administration has since approved funding the development and demonstration of Alpha, which it intends to lead to an operational constellation of half a dozen orbital battle stations by 2010.

On July 29, 1997, Congressman Ron Packard (R-Oceanside), chairman of the House appropriations subcommittee for military construction, proudly announced details of the fiscal year 1998 National Security Appropriations Act, which included the following items: the Army's ground-based Tactical High Energy laser (\$31.5 million in funding to complete the CTS test program), the Air Force's airborne laser (\$157.1 million for the latest weaponry developed by TRW, Boeing and Lockheed Martin), and a space-based laser for the Pentagon's Ballistic Missile Defense system (\$29 million to continue technology development at CTS).

In contrast to the political firestorms over SDI, the new laser programs have met with only muted reaction.

A FUTURE SO BRIGHT

CTS's fascination with lasers began when the space program crashed to Earth in the 1970s. TRW picked up a research grant from the Department of Defense to build the Baseline Demonstration Laser, the world's first high-energy chemical laser. Working for the U.S. Navy in the early 1980s, TRW built and tested the Mid Infrared Advanced Chemical Laser (MIRACL), a 2.2-megawatt deuterium fluoride chemical laser. But MIRACL suffered from very poor beam quality, which led to Alpha.

On Dec. 23, 1987, in the midst of the Star Wars debacle, TRW conducted the first "hot" test of Alpha at CTS, mixing hydrogen and fluorine gases to gauge their energy production. But the weapon wasn't fired until 1991. Then it was fired 12 more times through Sept. 18, 1996, when TRW successfully completed a five-second, full-duration, full-power test.

To make sure the devices will work in Earth orbit, researchers at CTS test the laser-weapons systems in the 50-foot test stand's space-like vacuum. The laser itself, suspended in the chamber cavity, takes up only a small part of the vault. The remainder of the structure is essentially a giant pump designed to simulate the vacuum of space by sucking air from the room. CTS engineers have connected tanks of gaseous fuel and exhaust pipes to the building. During test firings, clouds of steam trap chemical residue in the exhaust pipes before it can escape outside where we live.

The Alpha space-based laser's key components are the laser itself (which produces an invisible infrared beam about a foot in diameter) and the mirror/beam-control assembly that targets the missiles. To generate a laser beam, deuterium, nitrogen trifluoride and helium mix to produce fluorine, which burns with hydrogen in a mirrored chamber called an optical resonator. This creates "excited" hydrogen fluoride molecules. As these excited molecules return to a rest state, they emit photons. An optical resonator amplifies this cascade of photons, transforming them into a beam—a laser beam. A beam-control optical assembly uses special mirrors that enlarge and direct the beam to a single point far away.

The first combination laser-telescope test took place in early 1997. CTS still hasn't tested a functional weapon, but now they can point it straight.

Eventually, Alpha could go to heaven. It's designed to fit on huge aluminum battle stations riding like righteous, avenging archangels in near-Earth orbit 800 miles above the planet. The lasers promise to instantly obliterate any enemy intercontinental nuclear ballistic missiles—a large number of fast-moving, distant, polished metal targets—climbing in boost phase to just above the Earth's atmosphere. The lasers can't hit the missiles on the ground because water vapor in the atmosphere absorbs infrared light rays. This means that before Alpha can work, the missiles must get up between 75 and 100 miles to the hard vacuum at the edge of the sky where the air's oxygen and nitrogen molecules disassociate into atoms.

Officially, writes William Broad, "the power of the beam is secret, with contractors saying only that it is hot enough to melt metal and that the intensity of energy at the core is several times greater than that of the surface of the sun." The sun's surface temperature is about 6,000 degrees—intermediate in the range of temperatures for stars, but sufficiently toasty to punch a hole in a rocket and instantly stamp it "Return to Sender."

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■ WEEKLY

October 1 - 7, 1999

The Death Ray

Welcome to South Orange County, home of uranium 238, illegal immigrants, rare trout, and the most powerful military laser in the world

by Ned Madden

THE VALLEY OF THE WEIRD

The best view of Orange County's Valley of the Weird is at the topmost point of Rancho San Clemente Ridgeline Trail, a dirt-path spine along a gully-cut plateau at San Clemente's summit, 888 feet above sea level. From here, you can see most of the Valley of the Weird, and what you can't see—like the artillery range at Camp Pendleton emitting the thumpa-wumpa, thoonka-whoonka of an 8-ton howitzer—you can hear.

The valley is just a few square miles at the southeast edge of San Clemente on the Orange County/San Diego County border. It's a small area, a crack in space, a geopolitical black hole where the 89.3 FM radio signal fades and leaks into 89.5 FM amid the hiss and buzz of distant lightning strikes and exploding galaxies.

It's small but includes the kind of distilled weirdness you'd swear needs a continent-wide canvas.

In addition to your howitzer thunder, you've got every radioactive U-235 pellet ever used at the 32-year-old San Onofre Nuclear Generating Station (known rarely by its felicitous acronym, SONGS) cooling in concrete storage pools and steel casks while awaiting removal to some distant and as-yet-unbuilt U.S. government waste site. The plant itself is famous for its eternally perky D-cup concrete-and-steel containment domes, breast-like in so Hollywood a way that they've appeared as visual gags in Leslie Nielsen movies. Nearby, you've got border cops who subject American citizens to random inspections of their persons and property at a station 70 miles from the U.S.-Mexico border, yellow signs of a *madre* and her *niños* running in silhouetted panic along the roadside, and the palatial former estate of Richard M. Nixon.

You've also got paradisiacal beauty, of course—acres of lush, vine-ripe tomatoes, a beach for nude sunbathers, and the world's most perfect breakers near Trestles Beach ("the Yosemite of Surfing," according to the Surfrider Foundation). There's even the San Mateo River, a waterway of rare steelhead trout—though the Marines plan to build base housing around the trout's river home, the county is eager to blast a new toll road (the 241) through the adjacent state park, and builders have bonneted the wild country with burned-earth terra-cotta-tiled homes.

Oh, and there's a secret death ray.

BUBBLE GUN

Standing atop Rancho San Clemente Ridgeline Trail, look north, and you'll see luminous white domes glistening brightly in the California sunshine on the ravine-creased hillsides of Christianitos Canyon. The bubble-top buildings belong to the TRW Capistrano Test Site (CTS), birthplace of Alpha, a \$200 million megawatt-class space-based laser, the most powerful "beam weapon" in the U.S. military arsenal.

In the Valley of the Weird sideshow, CTS ranks as the real star. Located on San Clemente's northeast edge where Avenida Pico dead-ends into Christianitos Canyon at the county line, the site is used for large-scale testing of thrusters, rocket engines, propulsion systems and high-energy lasers like Alpha the Death Ray.

Neighborliness has led me to want to get to know as much as possible about CTS, which I first stumbled across when I moved to San Clemente in 1989. I've looked into the place because I can't deny the potential trouble—trousered ape, capital "T" kind of Trouble—that it represents for me and mine, since any hostile nation would almost certainly target its nukes at this very hot cool spot in the Valley of the Weird on the edge of my hometown.

But police, city officials, town newspaper—no San Clemente locals had much information about the place. A call to TRW yielded nothing, except the rather bizarre suggestion that officials would talk to me if I were "on assignment for *Adweek* or some more traditional aerospace publication that really speaks more to the industry." Because, you know, only industry people would be interested in the fact that a massive death ray is being aimed, fired and re-holstered in the hills of South County.

TRW operates CTS through its Space & Electronics Group, which is based in Redondo Beach. The defense contractor built the place in 1963 on 2,700 acres of what was then remote, almost inaccessible, unincorporated Orange County land leased from the Santa Margarita Co. For years after, CTS remained hidden in the canyon. Suburban sprawl has changed that. These days, you can see the place easily from a golf course, a baseball field and the 5 freeway. But TRW still runs the wide-ranging, mysterious, armed-guard-protected domain in top-secret mode. Don't even bother trying to find it on a map—unless it's this map: on Page A32 of the 1998 PacBell phone book customer guide, under "Nuclear Emergency Information," the Avenida Pico-Christianitos Road connection just above Camp Pendleton appears as something called a "Primary Evacuation Route." Incredibly, that route leads to the CTS guard gate and, beyond, to a private road.

A still-twitching reflex of our officially brain-dead Cold War, CTS looks as though someone had dropped a futuristic space park—designed by Terry Gilliam in a peculiar hybrid sci-fi lab/industrial smokestack factory theme with a killer chainlink-and-barbed-wire fence—smack in the middle of sun-dappled nowhere wilderness.

TRW calls the hemisphere-roofed structures "test stands," "radar domes" or "radomes." They are micro-environments for simulating outer space. Inside the domes, hardware like Alpha the Death Ray goes through trials by fire.

LASER SAVIOR

TRW has always been interested in space. The CTS brain trust made its reputation in the 1960s by

creating spacecraft and rocket-propulsion systems that played a key role in JFK's moon mission. TRW built the world's first "variable-thrust" rocket engine, which became the Apollo lunar module descent engine that gently lowered Neil Armstrong et al., the last 10 miles to the moon's surface. The lunar module descent engine, which landed astronauts on the moon six times between 1969 and 1974, also provided deliverance for the benighted crew of Apollo 13 in 1970.

But in the early 1970s, Americans lost faith in just about every public venture: its presidents, their wars, their calls to land men on distant planets. Funding for the Apollo program dried up, and with it went CTS jobs. But there were still the Russians. TRW shifted quickly; began emphasizing CTS as a "cradle for emerging defense technologies"; and used the site to develop and test satellite rocket engines, satellite communications antennas and "directed energy weapons"—what you and I call lasers.

Ronald Reagan revived CTS in the 1980s with his infamous, scandalous \$50 billion corporate-welfare program for the military-industrial complex—the Strategic Defense Initiative, a.k.a. Star Wars, after George Lucas' popular film. Reagan wanted Star Wars to help stop intercontinental ballistic missiles before they got anywhere near American soil. The plan involved using satellites to direct laser beams at enemy missiles as they re-entered Earth's atmosphere.

That project ultimately died a death that was too gentle for its enemies—it simply ran out of cash and lies. In 1993, amid government reports about rigged tests and falsified data, Star Wars was effectively mothballed. But its death was not complete. By the early 1990s, SDI had become a Hydra, spinning off son-of-Star Wars programs for everybody with credentials and cash: the U.S. Army (a ground-based Tactical High Energy Laser), the U.S. Air Force (a laser carried aboard a modified Boeing 747), the Pentagon's Ballistic Missile Defense Organization's space-based laser. As in the 1970s, CTS was once again saved from history. This time, the savior was laser technology.

DR. STRANGELOVE

The laser is built on one of the oldest technological dreams; along with fire, it is practically a symbol of our enlightenment as a species, epitomized in Archimedes' idea to attack the Roman fleet at Syracuse by using mirrors and lenses to focus burning solar rays on ships at sea. More recently, science fiction's preoccupation with burning death rays added modern gloss to the ancient dream. H.G. Wells' novel *War of the Worlds* featured deadly heat beams wielded by Martian invaders. Luke Skywalker and Obi-Wan Kenobi propelled the idea into the modern era.

Undaunted by SDI's failure, missile-defense advocates retain an almost religious belief in the efficacy of the laser-light beam as an instrument of vengeance and deliverance. It fits so nicely with other popular images of the divine: Zeusian lightning bolts, Tyndall sunbeams bursting through ragged clouds, crepuscular rays turning the sky a brilliant red-orange. With our space-based lasers, the thinking goes, we shall share the sidereal majesty of the bejeweled night sky with all the other brilliant stars as we hope to burn a big hole in a really bad dream.

So the laser didn't die, in part because it is part of ourselves—and sure, also because its immortality serves the interests of the huge corporations that work on lasers.

Here's what scientists in those companies figured: Star Wars didn't fail because lasers won't work in war. Star Wars failed because of politics because Reagan especially was too easily influenced by a single scientist: Edward Teller, father of the H-bomb and one of Stanley Kubrick's models for Dr. Strangelove. Teller's grip on the president forced Star Wars researchers down the path toward an unworkable laser—the atomic-powered x-ray.

The fundamental fraud of the x-ray was first exposed by *New York Times* science writer William J. Broad in his 1992 book *Teller's War: The Top-Secret Story Behind the Star Wars Deception*. According to Teller, each laser would be the result of a modest atomic blast inside the orbiting satellite. But such lasers didn't work, a fact that cost American taxpayers at least \$1.8 billion before more honest and sensible scientists finally prevailed.

Crawling from the Stars Wars wreckage, the Department of Defense turned to TRW, Lockheed and Martin Marietta for something else the companies' researchers had already successfully tested: lasers that burn old-fashioned rocket fuel to produce the death beam.

STAR WARS, THE SEQUEL

The turnaround began in March 1996, when the House and Senate Republican leadership introduced something called the Defend America Act of 1996. The stated purpose of this act was to establish a U.S. policy for the deployment of a national missile defense system. Among other findings, the bills asserted that the threat of ballistic-missile proliferation to the United States was "significant and growing." (As a curious footnote, Dana Rohrabacher, the Republican congressman from Huntington Beach, later argued that an anti-ballistic-missile system would allow the U.S. to knock out asteroids on a collision course with the Earth, thereby saving the world; his scenario closely paralleled the plots of *Deep Impact* and *Armageddon*, a couple of then-popular movies.)

Today, serious missile threats do exist. However, the threats are principally short-range missiles (less than 1,000 kilometers) in regional conflict scenarios and from "rogue states" such as Iran, Iraq and Libya. North Korea is working on a missile with a 3,600-mile range, sufficient to reach Alaska and Hawaii. Iran has tested an intermediate-range Shahab 3 missile and may be only several years away from an intercontinental weapon. Despite these developments, the threat of a ballistic-missile attack on American soil is far remoter than that of an Oklahoma City terrorist act in which low-tech nuclear, chemical or biological weapons are deployed—a nightmare scenario against which missile defenses offer little protection.

But facts, as Reagan once misspoke, "are stupid things." The National Missile Defense program grew. In 1997, the United States and Russia agreed on a reinterpretation of the Anti-Ballistic Missile Treaty, lifting prohibitions on any lasers and other advanced missile-defense systems in which the sensors and the kill mechanism were in different devices so that the weapon was not a single integrated unit. The Clinton administration has since approved funding the development and demonstration of Alpha, which it intends to lead to an operational constellation of half a dozen orbital battle stations by 2010.

On July 29, 1997, Congressman Ron Packard (R-Oceanside), chairman of the House appropriations subcommittee for military construction, proudly announced details of the fiscal year 1998 National Security Appropriations Act, which included the following items: the Army's ground-based Tactical High Energy laser (\$31.5 million in funding to complete the CTS test program), the Air Force's airborne laser (\$157.1 million for the latest weaponry developed by TRW, Boeing and Lockheed Martin), and a space-based laser for the Pentagon's Ballistic Missile Defense system (\$29 million to continue technology development at CTS).

In contrast to the political firestorms over SDI, the new laser programs have met with only muted reaction.

A FUTURE SO BRIGHT

CTS's fascination with lasers began when the space program crashed to Earth in the 1970s. TRW picked up a research grant from the Department of Defense to build the Baseline Demonstration Laser, the world's first high-energy chemical laser. Working for the U.S. Navy in the early 1980s, TRW built and tested the Mid Infrared Advanced Chemical Laser (MIRACL), a 2.2-megawatt deuterium fluoride chemical laser. But MIRACL suffered from very poor beam quality, which led to Alpha.

On Dec. 23, 1987, in the midst of the Star Wars debacle, TRW conducted the first "hot" test of Alpha at CTS, mixing hydrogen and fluorine gases to gauge their energy production. But the weapon wasn't fired until 1991. Then it was fired 12 more times through Sept. 18, 1996, when TRW successfully completed a five-second, full-duration, full-power test.

To make sure the devices will work in Earth orbit, researchers at CTS test the laser-weapons systems in the 50-foot test stand's space-like vacuum. The laser itself, suspended in the chamber cavity, takes up only a small part of the vault. The remainder of the structure is essentially a giant pump designed to simulate the vacuum of space by sucking air from the room. CTS engineers have connected tanks of gaseous fuel and exhaust pipes to the building. During test firings, clouds of steam trap chemical residue in the exhaust pipes before it can escape outside where we live.

The Alpha space-based laser's key components are the laser itself (which produces an invisible infrared beam about a foot in diameter) and the mirror/beam-control assembly that targets the missiles. To generate a laser beam, deuterium, nitrogen trifluoride and helium mix to produce fluorine, which burns with hydrogen in a mirrored chamber called an optical resonator. This creates "excited" hydrogen fluoride molecules. As these excited molecules return to a rest state, they emit photons. An optical resonator amplifies this cascade of photons, transforming them into a beam—a laser beam. A beam-control optical assembly uses special mirrors that enlarge and direct the beam to a single point far away.

The first combination laser-telescope test took place in early 1997. CTS still hasn't tested a functional weapon, but now they can point it straight.

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Journal Article

Citation

Rosati, J. D. (accepted for publication "Concepts in Sediment Budgets," *Journal of Coastal Research*, Coastal Education and Research Foundation, Inc.

Abstract

The sediment budget is fundamental in coastal science and engineering. Budgets allow estimates to be made of the volume or volume rate of sediment entering and exiting a defined region of the coast and the surplus or deficit remaining in that region. Sediment budgets have been regularly employed with variations in approaches to determine the sources and sinks through application of the primary conservation of mass equation. Historically, sediment budgets have been constructed and displayed on paper or maps. Challenges in constructing a sediment budget include determining the appropriate boundaries of the budget and interior cells; defining the possible range of sediment transport pathways, and the relative magnitude of each; representing the uncertainty associated with values and assumptions in the budget; and testing the sensitivity of the series of budgets to variations in the unknown and temporally-changing values. These challenges are usually addressed by representing a series of budget alternatives that are ultimately drawn on paper, maps, or graphs. Applications of the methodology include detailed local-scale sediment budgets, such as for an inlet or beach fill project, and large-scale sediment budgets for the region surrounding the study area. The local-scale budget has calculation cells representing features on the order of 10s to 100s of meters, and it must be shown separately from the regional sediment budget, with cells ranging from 100s of meters to kilometers.

This paper reviews commonly applied sediment budget concepts and introduces new considerations intended to make the sediment budget process more reliable, streamlined, and understandable. The need for both local and regional sediment budgets is discussed, and the utility of combining, or collapsing, cells is shown to be beneficial for local budgets within a regional system. Collapsing all cells within the budget creates a "macro-budget," which can be applied to check for overall balance of values. An automated means of changing the magnitude of terms, while maintaining the same dependency on other values within the sediment budget, is presented. Finally, the need for and method of tracking uncertainty within the sediment budget, and a means for conducting sensitivity analyses, are discussed. These new concepts are demonstrated within the Sediment Budget Analysis System with an application for Long Island, New York, and Ocean City Inlet, Maryland.

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<http://www.latimes.com/news/nationworld/politics/wire/sns-ap-rocket-fuel-pollution,1,6002166.story?coll=sns-ap-politics-headlines>

Pentagon Finds Contamination at 14 Bases

By ERICA WERNER
Associated Press Writer

5:37 AM PDT, July 26, 2004

WASHINGTON — The Pentagon says it found contamination from a toxic chemical, perchlorate, at 14 abandoned or scheduled to be closed military bases nationwide. But a Democratic senator said Friday more facilities should have been examined.

In the report sent to lawmakers, the Pentagon said it found the chemical in ground water and soil samples at closed sites in 10 states.

Perchlorate, a toxic chemical from rocket fuel and weapons production, has been linked to thyroid damage.

The amounts found ranged from 1.2 parts per billion in ground water at Fort McClellan in Alabama, to as high as 2,890 parts per billion in some samples of ground water at Fort Wingate Depot in New Mexico.

There is debate about what constitutes dangerous levels of perchlorate, but the Environmental Protection Agency's draft proposal for drinking water is one part per billion. Some but not all drinking water supplies draw on ground water.

Perchlorate has been found in drinking water supplies in 29 states and has also been found in vegetables.

The eight-page report, issued in response to a congressional mandate, was more than two months overdue. Sen. Dianne Feinstein, D-Calif., released a letter to Defense Secretary Donald Rumsfeld Friday saying it didn't meet congressional demands.

Feinstein said the report should have addressed 74 potentially contaminated closed bases -- a number contained in a General Accounting Office report from 2003.

She also complained that the Pentagon shouldn't wait for the EPA to issue a final national standard for perchlorate to develop clean-up plans. The final standard isn't expected until 2006 and the report indicates clean-up at most bases will wait until then.

"This report makes clear that the Defense Department intends to continue to drag its feet until a federal standard for perchlorate is adopted, wasting precious time and exposing millions of Americans to the hazardous effects of perchlorate contamination of water supplies," Feinstein wrote. "This is an irresponsible and unacceptable approach to a serious problem."

A Pentagon official defended the report, contending that in some cases remediation wasn't needed because the amounts of perchlorate found weren't significant.

"We believe that our response to the congressional request for the report was responsive, and that the concerns that Sen. Feinstein has raised were really outside the request of the report," said Alex Beehler, assistant deputy undersecretary of defense for the environment, safety and occupational health.

The 14 bases listed in the Pentagon report were:

Fort McClellan in Alabama; Fort Ord, El Toro Marine Corps Base, McClellan Air Force Base and Mather Air Force Base in California; Pueblo Chemical Depot in Colorado; Savanna Army Depot and Chanute Air Force Base in Illinois;

Jefferson Proving Ground in Indiana; Fort Wingate Depot in New Mexico; Umatilla Chemical Depot in Oregon; Red River Army Depot in Texas, which is open, but scheduled to be closed; Camp Bonneville in Washington; and White Oak Naval Special Warfare Group in Maryland.

(SUBs last graf to correct that Red River Army Depot is not closed but schedule for closing; SUBs 1st graf to add that some sites in study still open but to be closed.)

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U.S. EPA, Northrop Grumman settle case over improper hazardous waste handling

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For Immediate Release: September 30, 2003

Contact: Mark Merchant, (415) 947-4297

Press Office Main Line: (415) 947-8700

SAN FRANCISCO – The U.S. Environmental Protection Agency recently reached a settlement with Northrop Grumman Space and Mission Systems Corp. that requires the company to pay \$33,214 over violations of federal hazardous waste laws at its Capistrano test site.

The test site property was purchased by the Northrop Grumman Corp. in December 2002. On Oct. 24, 2002, when the property was still owned and operated by TRW Space and Electronics Group, it was the subject of a routine EPA inspection.

The EPA inspectors found the following violations of the federal Resource Conservation and Recovery Act:

- Storage of hazardous waste without a permit;
- failure to conduct daily inspections of the above-ground storage tank;
- failure to obtain and keep on file a written assessment and certification of the above-ground hazardous waste storage tank by an independent, professional engineer registered in California;
- failure to close containers of hazardous waste; and
- failure to properly label containers of hazardous waste.

Northrop Grumman has corrected the violations after receiving a violation notice from the EPA in March.

"Proper waste handling is key to protecting public health and the environment, and we're committed to ensuring that companies handling hazardous waste comply with the rules," said Amy Zimpfer, acting director of the EPA's Waste Management Division in San Francisco. "We're pleased Northrop Grumman acted quickly to correct the violations."

For more information on the EPA's RCRA program visit:
<http://www.epa.gov/Region9/waste/rcra/ca/rcrainfo.htm>

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Gemini Titan II

This is the Titan II GLV (Gemini Launch Vehicle), also referred to as a Gemini Titan II. It is a modified version of the Titan II missile. This particular rocket stands in the Rocket Garden at the Kennedy Space Center.

The Titan II is a modified version of the Martin Marietta (now Lockheed Martin) Titan II ICBM. The Titan II ICBM (designated LGM-25C) was developed in 1960 as a follow-on to the Titan I. Though the last Titan II ICBM was withdrawn from service in 1987, it remains the largest ICBM ever deployed by the US Air Force.

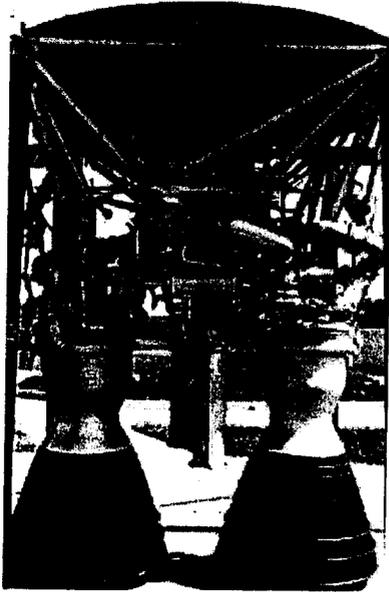
NASA selected the Titan II as the launch vehicle for the Gemini spacecraft in December of 1961. This was two months after the merger between The Martin Company (who designed and built the Titan I missile) and American-Marietta created Martin Marietta. One month later, a contract was drawn up and work started in Martin Marietta's plant in Baltimore. The first flight test took place on April 8th of 1964, when GLV-1 lifted off from Complex 19 and carried a Gemini spacecraft into orbit.

The Titan II uses a 50/50 mix of hydrazine and unsymmetrical dimethylhydrazine (also known as "Aerozine-50") as fuel, and nitrogen tetroxide (N_2O_4) as an oxidizer. It is the nitrogen tetroxide that gives the Titan II's exhaust its characteristic orange color.

Gemini Titan II specifications and performance

Length		109 ft.		Diameter		10 ft.	
Stage	Stage name	Engine(s)	Propellant(s)		Thrust		
1	Titan 2-1	2 Aerojet LR-87-7	Nitrogen tetroxide / Aerozine 50		430,000 lbs.		
2	Titan 2-2	1 Aerojet LR-91-7	Nitrogen tetroxide / Aerozine 50		100,000 lbs.		

At left is a detailed photo of the two Aerojet LR-87-7 engines that power the first stage.



Gemini Titan II engine detail 

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N-Nitrosodimethylamine (CASRN 62-75-9)

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N-Nitrosodimethylamine; CASRN 62-75-9

Health assessment information on a chemical substance is included in IRIS only after a comprehensive review of chronic toxicity data by U.S. EPA health scientists from several Program Offices and the Office of Research and Development. The summaries presented in Sections I and II represent a consensus reached in the review process. Background information and explanations of the methods used to derive the values given in IRIS are provided in the Background Documents.

STATUS OF DATA FOR N-Nitrosodimethylamine

File First On-Line 01/31/1987

Category (section)	Status	Last Revised
Oral RfD Assessment (I.A.)	no data	
Inhalation RfC Assessment (I.B.)	no data	09/01/1992
Carcinogenicity Assessment (II.)	on-line	07/01/1993

I. Chronic Health Hazard Assessments for Noncarcinogenic Effects

I.A. Reference Dose for Chronic Oral Exposure (RfD)

Substance Name -- N-Nitrosodimethylamine
CASRN -- 62-75-9
Primary Synonym -- Dimethylnitrosamine

Not available at this time.

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I.B. Reference Concentration for Chronic Inhalation Exposure (RfC)

Substance Name -- N-Nitrosodimethylamine
 CASRN -- 62-75-9
 Primary Synonym -- Dimethylnitrosamine

Not available at this time.

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II. Carcinogenicity Assessment for Lifetime Exposure

Substance Name -- N-Nitrosodimethylamine
 CASRN -- 62-75-9
 Primary Synonym -- Dimethylnitrosamine
 Last Revised -- 07/01/1993

Section II provides information on three aspects of the carcinogenic assessment for the substance in question; the weight-of-evidence judgment of the likelihood that the substance is a human carcinogen, and quantitative estimates of risk from oral exposure and from inhalation exposure. The quantitative risk estimates are presented in three ways. The slope factor is the result of application of a low-dose extrapolation procedure and is presented as the risk per (mg/kg)/day. The unit risk is the quantitative estimate in terms of either risk per ug/L drinking water or risk per ug/cu.m air breathed. The third form in which risk is presented is a drinking water or air concentration providing cancer risks of 1 in 10,000, 1 in 100,000 or 1 in 1,000,000. The rationale and methods used to develop the carcinogenicity information in IRIS are described in The Risk Assessment Guidelines of 1986 (EPA/600/8-87/045) and in the IRIS Background Document. IRIS summaries developed since the publication of EPA's more recent Proposed Guidelines for Carcinogen Risk Assessment also utilize those Guidelines where indicated (Federal Register 61(79):17960-18011, April 23, 1996). Users are referred to Section I of this IRIS file for information on long-term toxic effects other than carcinogenicity.

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II.A. Evidence for Human Carcinogenicity**II.A.1. Weight-of-Evidence Characterization**

Classification -- B2; probable human carcinogen

Basis -- Induction of tumors at multiple sites in both rodents and nonrodent mammals exposed by various routes

II.A.2. Human Carcinogenicity Data

Human exposure to nitrosamines results from contact with mixtures containing these compounds (e.g., cutting oils, tobacco products). Because of potential confounding by the other substances in these mixtures, data from human exposure is of limited use in the evaluation of carcinogenicity of individual nitrosamines.

II.A.3. Animal Carcinogenicity Data

There is a large database on the carcinogenicity of nitrosamines, most of which pertains to

structure-activity relationships rather than to dose- response. N-Nitrosodimethylamine produced liver tumors in BD rats when administered in drinking water (Druckrey et al., 1967) and in female Porton rats when administered in the diet (Terracini et al., 1967). Magee et al. (1976) state that dimethylnitrosamine produced many hemangiomas tumors and some parenchymal cell tumors in the livers of rats after oral administration.

N-Nitrosodimethylamine acts as a transplacental carcinogen when administered to pregnant rats, mice, and Syrian golden hamsters by several routes (Tomatis, 1973). Increases in lung, liver, and kidney tumors were observed in both Wistar rats and Balb/C mice exposed by inhalation. Mink are very sensitive to the effects of dimethylnitrosamine, developing tumors when fed 0.05 mg/kg 2 days/week (NAS, 1978).

Peto et al. (1984) exposed groups of Colworth rats (36/sex/dose) to 15 concentrations of N-nitrosodimethylamine in drinking water (0.033-16.896 ppm). Daily water consumption was 41 mL/kg for males and 72 mL/kg for females. Tumors were generally of hepatic origin, and these tumors constituted the only cause of mortality considered treatment-related. Tumor incidences for each treatment group were not reported, but pooled data indicated possible positive trends for lung, skin, seminal vesicle, lymphatic/hematopoietic system, and liver tumors.

II.A.4. Supporting Data for Carcinogenicity

N-Nitrosodimethylamine is mutagenic for *Escherichia coli*, *Salmonella typhimurium* and *Neurospora crassa*, produces mitotic recombination in *Sacharoyus cerevesiae*, recessive lethal mutations in *Drosophilla melanogaster*, and chromosomal aberrations in mammalian cells. Positive responses in bacterial cells are dependent upon the addition of a mammalian metabolism system (Montesano and Bartsch, 1976). Dimethylnitrosamine is structurally related to known carcinogens.

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II.B. Quantitative Estimate of Carcinogenic Risk from Oral Exposure

II.B.1. Summary of Risk Estimates

Oral Slope Factor -- 5.1E+1 per (mg/kg)/day

Drinking Water Unit Risk -- 1.4E-3 per (ug/L)

Extrapolation Method -- Weibull, extra risk

Drinking Water Concentrations at Specified Risk Levels:

Risk Level	Concentration
E-4 (1 in 10,000)	7E-2 ug/L
E-5 (1 in 100,000)	7E-3 ug/L
E-6 (1 in 1,000,000)	7E-4 ug/L

II.B.2. Dose-Response Data (Carcinogenicity, Oral Exposure)

Tumor Type -- liver

Test Animals -- rat/Colworth, female

Route -- drinking water

Reference -- Peto et al., 1984

Specific tumor incidences were not published. Data from Peto et al. (1984) on incidence of liver tumors of all types in female rats were shown to follow this relationship:

$$CI = 51.45 (d + 0.1) **6 \times t**7$$

where: CI =cumulative incidence
d =dose (mg/kg/day)
t = time in years

Using procedures described in U.S. EPA (1980) to correct for background response, the increased risk of 1 ug/kg/day for 3 years = 7.8E-3 or a slope factor for rats of 7.8 per (mg/kg)/day. The slope factor was thus calculated to be 51 per (mg/kg)/day by using the cube root of the ratio of the assumed human body weight (70 kg) to the reported rat body weight of (250 g).

II.B.3. Additional Comments (Carcinogenicity, Oral Exposure)

The unit risk should not be used if the water concentration exceeds 7 ug/L, since above this concentration the unit risk may not be appropriate.

II.B.4. Discussion of Confidence (Carcinogenicity, Oral Exposure)

Although specific tumor incidence data was not reported, it appears that large numbers of animals were treated over a wide dose range. Both tumor incidence and latency were shown to be dose-dependent. The study was designed specifically for analysis using the Weibull model. A slope factor based on data by Druckrey et al. (1972) was determined by use of a one-hit model to be 26 per (mg/kg)/day.

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II.C. Quantitative Estimate of Carcinogenic Risk from Inhalation Exposure

II.C.1. Summary of Risk Estimates

Inhalation Unit Risk -- 1.4E-2 per (ug/cu.m)

Extrapolation Method -- Weibull, extra risk

Air Concentrations at Specified Risk Levels:

Risk Level	Concentration
E-4 (1 in 10,000)	7E-3 ug/cu.m
E-5 (1 in 100,000)	7E-4 ug/cu.m
E-6 (1 in 1,000,000)	7E-5 ug/cu.m

II.C.2. Dose-Response Data for Carcinogenicity, Inhalation Exposure

Calculated from data in Section II.B.2.

__ II.C.3. Additional Comments (Carcinogenicity, Inhalation Exposure)

The above unit risk should not be used if the air concentration exceeds 0.7 ug/cu.m, since above this concentration the unit risk may not be appropriate.

__ II.C.4. Discussion of Confidence (Carcinogenicity, Inhalation Exposure)

See II.B.4.

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__ II.D. EPA Documentation, Review, and Contacts (Carcinogenicity Assessment)

__ II.D.1. EPA Documentation

Source Document -- U.S. EPA, 1980, 1986

The values in the Health and Environmental Effects Profile for Nitrosamines (U.S. EPA, 1986) received Agency review.

__ II.D.2. EPA Review (Carcinogenicity Assessment)

Agency Work Group Review -- 06/26/1986, 08/13/1986, 10/29/1986

Verification Date -- 10/29/1986

Screening-Level Literature Review Findings -- A screening-level review conducted by an EPA contractor of the more recent toxicology literature pertinent to the cancer assessment for N-Nitrosodimethylamine conducted in September 2002 identified one or more significant new studies. IRIS users may request the references for those studies from the IRIS Hotline at hotline.iris@epa.gov or (202)566-1676.

__ II.D.3. EPA Contacts (Carcinogenicity Assessment)

Please contact the IRIS Hotline for all questions concerning this assessment or IRIS, in general, at (202)566-1676 (phone), (202)566-1749 (FAX) or hotline.iris@epa.gov (internet address).

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__ III. [reserved]

__ IV. [reserved]

__ V. [reserved]

__ VI. Bibliography

Substance Name -- N-Nitrosodimethylamine
CASRN -- 62-75-9

Primary Synonym -- Dimethylnitrosamine
Last Revised -- 03/01/1990

VI.A. Oral RfD References

None

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VI.B. Inhalation RfC References

None

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VI.C. Carcinogenicity Assessment References

Druckrey, H., R. Preussmann, S. Ivankovic and D. Schmaehl. 1967. Organotropism and carcinogenic effects of 65 different N-nitroso compounds in BD-rats. *Z. Krebsforsch.* 69(2): 103-201.

Druckrey, H., S. Ivankovic, R. Preussmann, K.J. Zulch and H.D. Mennel. 1972. Selective induction of malignant tumors of the nervous system by resorptive carcinogens. In: *Experimental Biology of Brain Tumors.* p. 85-112.

Magee, P.N., R. Montesano and R. Preussmann. 1976. N-nitroso compounds and related carcinogens. *ACS Monograph.* 173: 491-625.

Montesano, R. and H. Bartsch. 1976. Mutagenic and carcinogenic N-nitroso compounds: Possible environmental Hazards. *Mutat. Res.* 32: 179-228.

NAS (National Academy of Sciences). 1978. Nitrates: An environmental assessment. A report prepared by the panel on nitrates of the Coordinating Comm. Sci. Tech. Assess. *Environ. Pollut., Washington, DC.*

Peto, R., R. Gray, P. Brantom and P. Grasso. 1984. Nitrosamine carcinogenesis in 5120 rodents: Chronic administration of sixteen different concentrations of NDEA, NDMA, NPYR and NPIP in the water of 4440 inbred rats, with parallel studies on NDEA alone of the effect of age of starting (3, 6 or 20 weeks) and of species (rats, mice, hamsters). *IARC Sci. Publ.* 57: 627-665.

Terracini, B., P.N. Magee and J.M. Barnes. 1967. Hepatic pathology in rats on low dietary levels of dimethylnitrosamine. *Br. J. Cancer.* 21: 559-565.

Tomatis, L. 1973. Transplacental carcinogenesis. In: *Modern Trends in Oncology. Part I,* R.W. Raven, Ed. Butterworths, London.

U.S. EPA 1980. Ambient Water Quality Criteria for Nitrosamines. Prepared by the Office of Health and Environmental Assessment, Environmental Criteria and Assessment Office, Cincinnati, OH for the Office of Water Regulations and Standards, Washington, DC. EPA 440/5-80-064. NTIS PB 81-117756.

U.S. EPA. 1986. Health and Environmental Effects Profile for Nitrosamines. Prepared by the Office of Health and Environmental Assessment, Environmental Criteria and Assessment Office, Cincinnati, OH for the Office of Solid Waste and Emergency Response, Washington, DC.

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VII. Revision History

Substance Name -- N-Nitrosodimethylamine

CASRN -- 62-75-9

Primary Synonym -- Dimethylnitrosamine

Date	Section	Description
03/31/1987	IV.	RQ added
09/30/1987	IV.	Regulatory Action section on-line
03/01/1988	II.A.1.	Text clarified
03/01/1988	II.B.1.	Number rounded off
03/01/1988	II.B.3.	Text revised
03/01/1988	II.B.4.	Confidence statement revised
03/01/1988	II.C.1.	Number rounded off
03/01/1988	II.C.4.	Confidence statement revised
03/01/1988	II.D.3.	Secondary contact changed
02/01/1990	VI.	Bibliography on-line
03/01/1990	VI.C.	Druckrey & Peto references clarified
01/01/1991	II.	Text edited
01/01/1991	II.C.1.	Inhalation slope factor removed (global change)
01/01/1992	IV.	Regulatory actions updated
09/01/1992	I.B.	Inhalation RfC now under review
07/01/1993	II.D.3.	Secondary contact's phone number changed
08/01/1995	I.B.	EPA's RfD/RfC and CRAVE workgroups were discontinued in May, 1995. Chemical substance reviews that were not completed by September 1995 were taken out of IRIS review. The IRIS Pilot Program replaced the workgroup functions beginning in September, 1995.
04/01/1997	III., IV., V.	Drinking Water Health Advisories, EPA Regulatory Actions, and Supplementary Data were removed from IRIS on or before April 1997. IRIS users were directed to the appropriate EPA Program Offices for this information.
12/03/2002	II.D.2.	Screening-Level Literature Review Findings message has been added.

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VIII. Synonyms

Substance Name -- N-Nitrosodimethylamine
CASRN -- 62-75-9
Primary Synonym -- Dimethylnitrosamine
Last Revised -- 01/31/1987

62-75-9
dimethylamine, N-nitroso
dimethylnitrosamin
Dimethylnitrosamine
dimethylnitrosoamine
DMNA: DMN
methylamine, N-nitrosodi-
NDMA
nitrosodimethylamine
Nitrosodimethylamine, N-
N-methyl-N-nitrosomethanamine
N,N-dimethylnitrosamine
N-Nitrosodimethylamine
RCRA waste number P082

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4 August 2004

Matthew Vespa
Shute, Mihaly & Weinberger
396 Hayes Street
San Francisco, CA 94102

Subject: Comments on Public Notice/Application No. 200000392 for a Clean Water Act Section 404 Permit for Southern Orange County Transportation Infrastructure Improvement Project

Dear Mr. Vespa:

The Conservation Biology Institute (CBI) is a nonprofit research and planning institution that provides scientific guidance and review for habitat conservation plans and other efforts to conserve biological diversity. At the request of Endangered Habitats League we have reviewed the public notice/application for permit for a Section 404 permit (PN), as well as the Draft EIS/SEIR, for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP). We offer the following comments.

The PN provides a Preliminary Review of Selected Factors that relies heavily on the SOCTIIP EIS/SEIR to identify potential impacts to biological resources. For example, it uses quantifications of impacts to threatened and endangered species taken directly from the EIS/SEIR. However, CBI, with assistance from independent biological consultant Robert Hamilton, reviewed the EIS/SEIR and found serious deficiencies in the biological analyses, including failure to identify the full nature and extent of adverse impacts on threatened and endangered species.¹ These deficiencies, inaccuracies, and omissions are serious and cast substantial doubt on the technical and procedural adequacy of the Draft EIS/SEIR as a basis for issuing a 404 permit. Where the Corps has "substantial doubt as to technical or procedural adequacy or omission of factors important to the Corps decision," it must prepare its own supplemental EIS (33 CFR. §230.21).

O21-424

¹ CBI's comments on the EIS/SEIR are attached to comments submitted by Shute, Mihaly, & Weinberger LLP.



Specific Comments

Table 1 of the PN greatly understates impacts to threatened and endangered species for various alternatives. First, in quantifying only direct (i.e., grading) impacts this table ignores the actual biological effects of the alternatives on the species. Indirect effects—especially habitat fragmentation, impacts to wildlife movement, and changes in water quality—are likely to have far greater biological impact on these species than will direct grading impacts to individuals or populations. As detailed in our attached comments on the EIS/SEIR, toll road alternatives have the potential to substantially affect the continued existence or recovery of these species, as well as regional populations of other unlisted but sensitive species of wildlife, such as golden eagle, mountain lion, and badger.

O21-425

Second, using numbers of individuals as the “metric” for quantifying impacts to listed species is inexact, misleading, and inappropriate. For example, the table shows zero impact to Pacific pocket mouse individuals by any alternative. As detailed in our attached comments, this is a meaningless quantification, based only on the fact that consultant traps did not capture Pacific pocket mice within the limits of grading. However, a legitimate biological analysis of the project impacts reveals that any of the far eastern alignments (FEC-M, FEC-W, A7C-ALPV, A7C-FEC-M; hereafter referred to collectively as FEC alignments) will likely extirpate one and perhaps two of only four remaining Pacific pocket mouse populations. At any rate, the FEC alternatives would preclude recovery of the species under the Pacific pocket mouse Recovery Plan (USFWS 1998). Direct and indirect impacts to suitable habitat of listed species would be a more appropriate way to quantify project impacts.

O21-426

Table 1 does note “impacts to a specific number of tidewater goby cannot be quantified because the population numbers change markedly between years.” Why is this different for the other species in the table? All species populations vary; and none of the numbers reported in this table carry any certainty. Does this table really mean that grading for FEC alignments will impact only one or two arroyo toads? This is an inadequate approach to quantifying impacts to listed species. Quantifying direct and indirect impacts to suitable habitat would be a more appropriate way to quantify project impacts.

O21-427

Likewise, Table 1 notes “impacts to a specific number of steelhead have not been quantified because of the uncertainty of whether the steelhead will be present.” This is an inadequate approach to quantifying impacts to this species. Numbers of individuals passing through the study area at any given time will be a function of stream flow and season (i.e., whether adults are migrating upstream or juveniles are moving downstream). However, whether direct impacts from grading would kill one or more steelhead is not the issue. The issue is whether the project would alter habitat in a way that would adversely affect the long-term viability of the steelhead population in San Mateo Creek. By the nature of steelhead habitat in southern California (with stream flow varying year to year based annual weather patterns and, particularly, on the El Niño Southern Oscillation), it doesn’t matter whether individual steelhead are in areas directly impacted by construction, but whether the project adversely alters streamflow characteristics, water quality, and the channel structure over the long term.

O21-428



Table 7—why are direct impacts quantified only for coastal sage scrub and no other vegetation community? Various other vegetation communities would be considered “important.” For example, the total disturbance to intact portions of the various watersheds within the study area would meaningful measure of impacts. O21-429

Page 14 references the Executive Summary of the draft EIS/SEIR for a comparison of impacts for each alternative, but we demonstrated that this comparison is biased and fails to clearly differentiate impacts among alternatives. O21-430

Also on Page 14, the discussion of regional conservation planning efforts makes an unsupported, conclusionary statement: “Both the USFWS and the County of Orange eventually will approve a joint EIS/EIR...for the NCCP/HCP.” The impacts of certain toll road alternatives, either alone or in combination with other projects—especially the Rancho Mission Viejo “Ranch Plan” development—appear to undermine goals of the NCCP/HCP and may preclude its successful completion. Therefore, stating that the USFWS and County of Orange *will* approve an NCCP/HCP is pure speculation. O21-431

Aquatic ecosystems in southern California are sensitive to water quality and hydrology changes. Increased area of impervious surface, loss of vegetation, compaction of soils, and construction of storm drain systems all contribute to changes in hydrologic regimes of stream systems. Oil and grease, heavy metals, and nutrients (e.g., nitrogen) are known to be associated with runoff from road surfaces and contribute to water quality degradation in aquatic systems. The PN for the proposed project proposes treatment for water quality and hydrologic changes but treatment facilities such as detention basins, by their very nature, alter the natural runoff patterns that exist in the watershed. Furthermore, there is no demonstration that the proposed treatment facilities would achieve Basin Plan standards, particularly since several of the streams in the study area are already listed as impaired by the Regional Water Quality Control Board. Listed species such as arroyo toad and southern steelhead are extremely sensitive to changes in hydrology and water quality, and these impacts must be fully considered before authorizing the proposed project. O21-432

The 404(b)(1) guidelines (40 CFR §230.1) state “dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that such a discharge will not have an unacceptable adverse impact either individually or in combination with known and/or probable impacts of impacts of other activities affecting the ecosystems of concern.” Subpart E of the 404 (b)(1) guidelines describes specific impacts to Special Aquatic Sites, including wetlands and riffle and pool complexes, that must be considered in making factual determinations of compliance with the guidelines. The cumulative impacts of development of the San Juan Creek and San Mateo Creek watersheds as a result of existing and contemplated future projects is substantial and must be considered in authorizing filling of wetlands and “waters of the U.S.” (WofUS) by the proposed project. Furthermore, since the proposed project is non-water dependent, the 404(b)(1) guidelines presume that there is a less damaging, practicable upland alternative. The guidelines state that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed O21-433



discharge which would have less adverse impact on the aquatic ecosystem..." Least damaging alternatives that accomplish the project purpose must be selected when practicable.

O21-43c

The California Coastal Act requires avoidance of impacts to sensitive resources in the coastal zone and the selection of the least damaging feasible alternative. Section 30240, states: "Environmentally sensitive habitat areas shall be protected from against any significant disruption of habitat values, only uses dependent on those resources shall be allowed in those areas." The strict standards of the California Coastal Zone Management Plan must be adhered to, and only the least damaging feasible alternative can be permitted by the Corps.

O21-43d

Page 15 (Proposed Mitigation)—Our review of the mitigation program (see attached comments) found it vague and deficient. In particular, it is unlikely that adequate compensatory mitigation for direct, indirect, and cumulative impacts to wetlands and WofUS and listed species could be realistically implemented for several of the alternatives. Several of these impacts (e.g., impacts to Pacific pocket mouse and southern steelhead habitat) we consider to be unmitigable. The applicant must demonstrate "sequencing" of mitigation, i.e., that all practicable measures are taken, first to avoid impacts, then to minimize impacts, before compensatory mitigation is proposed. As mentioned previously, the applicant must also rebut the presumption of the 404(b)(1) guidelines that practicable alternatives exist that do not involve impacts to Special Aquatic Sites when a proposed project is not water dependent. Information to rebut this presumption has not been presented for the proposed project. In addition, a detailed mitigation plan for the proposed compensatory mitigation for unavoidable impacts must be developed and determined to be sufficient to offset impacts before impacts to wetlands and WofUS and listed species can be authorized.

O21-43e

Please feel free to contact me to discuss these issues or if you require any additional information

Sincerely,

Michael D. White, Ph.D.
Senior Ecologist

Caroline Rodier, Ph.D.
2717 Portola Way
Sacramento, CA 95818

August 19, 2004

REC'D AUG 24 2004

Macie Cleary-Milan
Foothill/Eastern Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Maiser Khaled
California Division of the Federal Highway Administration
650 Capital Mall, Suite 4-100
Sacramento, CA 95814

Re: Correction to Review of SOCTIIP EIR/EIS by Caroline Rodier,
Ph.D., Submitted with Comments by Shute, Mihaly, & Weinberger

Dear Ms. Cleary-Milan and Mr. Khaled:

Please accept the following correction to my report, Review of the South Orange County Transportation Infrastructure Improvement Project EIS/EIR, included as Attachment A as part of comments submitted by Shute, Mihaly, and Weinberger LLP. The third to the last sentence on page 14 should be replaced as follows:

The LRT only, the VMT only, and the LRT and VMT pricing scenarios do not provide benefits as great as the highway-oriented scenarios.

O21-436

Very truly yours,



Caroline Rodier

cc: Matthew Vespa, Shute, Mihaly & Weinberger

022 RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES**RANCHO MISSION VIEJO**

August 6, 2004

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

RE: Letter of Comment
 Draft Environmental Impact Statement/Subsequent Environmental Impact Report
 (EIS/SEIR) for the South Orange County Transportation Infrastructure
 Improvement Project (SOCTIIP) – SCH # 2001061046

Dear Ms. Cleary-Milan:

As you are aware, Rancho Mission Viejo (RMV) has significant landholdings located within the prescribed study area for the South Orange County Transportation Improvement Project (SOCTIIP). Accordingly, RMV has an acute interest in all information, issues and decisions relative to the SOCTIIP and the proposed extension of the Foothill Transportation Corridor-South (FTC-S) facility. In light of the foregoing, we would like to thank the Transportation Corridor Agencies (TCA) for providing RMV with an opportunity to review and comment upon the EIS/SEIR prepared and published for the SOCTIIP. The following remarks and observations are submitted for your review, consideration and response.

As a preliminary comment, RMV would like to express its appreciation for TCA's efforts in addressing, analyzing and strategizing potential solutions to the significant traffic and circulation issues currently facing southern Orange County. In the absence of proactive traffic and circulation solutions, these issues will only become more challenging in the future. Accordingly, RMV supports the identification and implementation of strategies that will improve traffic patterns/movements for both current and future users of the regional roadway network.

For many years, RMV has recognized the proposed FTC-S facility as an important element of Orange County's Master Plan of Arterial Highways (MPAH). This recognition is evidenced, in relevant part, by RMV's grant of an option to TCA in May, 1996 that authorizes TCA to acquire certain right-of-way lands from RMV for the extension/construction of the "CP Alignment." The CP Alignment is embodied within the MPAH and represents the sole alternative/alignment currently recognized by the Orange County Transportation Authority (OCTA) for the future extension of the FTC-S facility. Several local and regional projects have been planned – and are

**DRUG USE
IS
LIFE ABUSE**

being planned -- which assume potential development of the FTC-S facility in accordance with the currently recognized MPAH alignment. Of particular note, RMV's own Ranch Plan project, covering approximately 22,815 acres and more particularly described/analyzed in County of Orange Program Draft EIR No. 589 (the Ranch Plan DEIR), analyzed potential implementation of the Ranch Plan with and without construction of the FTC-S facility within that MPAH alignment. A copy of the Ranch Plan DEIR was delivered to TCA on or about June 14, 2004 for review and comment.

Upon reviewing the alternative alignments addressed in the SOCTIIP EIS/SEIR and analyzing/comparing same in relation to the Ranch Plan FTC-S assumptions (i.e., extension of the FTC-S in accordance with the MPAH), it has become manifest that selection and implementation of certain of the alternative alignments would significantly impact RMV's landholdings and the Ranch Plan project. The remaining portions of this letter specifically address the areas of immediate concern identified by RMV vis-à-vis the proposed alignment alternatives analyzed in the EIS/SEIR.

O22-1

I. Impacts to Historic Facilities / Disruption of RMV Operations

Implementation of any of the proposed FEC-M, FEC-W and A7C-FEC-M alignments would result in significant impacts to RMV's historic Cow Camp facility. Furthermore, selection/construction of any of these alignments would severely disrupt RMV's current grazing and agricultural operations. Of these three alternatives, the FEC-W alignment represents the most problematic option from both a direct and cumulative impact standpoint.

The Cow Camp represents the operational heart of RMV's historic and ongoing ranching/agricultural activities. Specifically, all existing ranch operations are managed and run through the Cow Camp facility – including all cattle operations and all citrus/avocado production. Implementation of the FEC-W alternative would essentially bifurcate the Cow Camp facility, causing severe disruption of the operational efficiency of RMV's ranching and agricultural programs. For example, the FEC-W alignment would separate and isolate RMV's maintenance facilities from current barley and citrus production activities conducted to the east. Said division would unduly burden RMV's ability to effectively serve and maintain these operations, resulting in increased production costs and expense. In addition to hindering production efficiency, division of the Cow Camp would necessitate a dramatic change in the layout, arrangement and management of the facility in order to preserve the Cow Camp's full operational value. RMV is not desirous of undertaking such a reconfiguration in light of the anticipated expense and the irreparable changes that would be caused to this historic facility.

O22-2

In addition to causing significant impacts in relation to the operation, location and management of the Cow Camp facility, implementation of the FEC-W Alternative would negatively affect the

O22-3

Amantes Camp ranch facility and the “Last Round Up” family cemetery. In relevant part, traffic and construction noise associated with the development and long-term operation of the FTC-S facility would severely impede the peaceful use and atmosphere of these facilities. Furthermore, implementation of the FEC-W alignment would adversely affect and compromise the accessways that presently serve these facilities.

O22-3

The Land Use Section of the EIS/SEIR and its supporting Technical Report state that the Cow Camp, etc. will not be affected by the FEC-W Alternative. For the reasons indicated above, RMV strongly disagrees with this conclusion. Accordingly, RMV requests that TCA re-examine the immediate and long-term impacts of the FEC-W alternative upon RMV’s historic facilities and operations.

O22-4

II. Conflicts between the Ranch Plan Land Use Program and the SOCTIIP Alternatives

A. A7C-FEC-M and FEC-W Issues

The Ranch Plan DEIR recognizes the possibility that TCA and the Federal Highway Administration may ultimately select a SOCTIIP alternative that is different from that depicted in the MPAH, and that the selection of an alternative FTC-S alignment may require certain modifications to the proposed Ranch Plan program in order to accommodate the alternative alignment. Ranch Plan DEIR at 3-5. Upon reviewing the alternatives analyzed in the EIS/SEIR, RMV is particularly concerned with the magnitude of potential changes that would need to be made to the Ranch Plan project in order to accommodate the FEC-W and A7C-FEC-M alignments.

As previously indicated, the Ranch Plan evolved based upon the assumption that the FTC-S facility, if approved, would approximately follow the alignment described in the MPAH (which, again, represents the currently adopted regional circulation system for existing and proposed facilities in Orange County). Accordingly, RMV designed the Ranch Plan and located particular land uses to accommodate potential extension of the FTC-S within the current MPAH alignment. The alternatives identified in the EIS/SEIR are markedly different from the MPAH alignment, and the locations identified for the FEC-W and A7C-FEC-M alignments present particular challenges for RMV vis-à-vis modification of the Ranch Plan to allow for implementation of either alternative. Notably, the A7C-FEC-M alignment would adversely affect Planning Area 2 of the proposed Ranch Plan program by shifting the FTC-S westerly from its current MPAH location. Furthermore, Alternative A7C-FEC-M will directly conflict with the Ranch Plan’s proposed land use program for Planning Area 5, and Alternative FEC-W will directly conflict with the Ranch Plan’s proposed land use program for Planning Areas 3, 5 and 6. The conflicts associated with these alternatives will necessitate the re-arrangement and relocation of many

O22-5

acres of proposed development and conservation area within the Ranch Plan area. The costs associated with said activities will be significant.

O22-5

B. Adjustment of A7C-FEC-M Alignment

As a corollary to the issues raised in Section II.A, above, the identified alignment for the A7C-FEC-M Alternative impacts certain Ranch Plan land use assumptions/programs proposed for the Chiquita Canyon area. By virtue of the alignment's location southwesterly of the proposed FEC-M alignment, implementation of the A7C-FEC-M alternative would necessitate the removal and/or relocation of certain Ranch Plan development uses proposed for the area. It appears that certain of these impacts could be partially mitigated through an adjustment to the A7C-FEC-M alignment that moves the proposed alternative out of and away from these proposed land uses. Specifically, the A7C-FEC-M alignment could be extended northerly from Station 545+00 to join and overlay the alignment of the FEC-M alignment from Station 553+00 to 590+00. We appreciate the TCA's assistance in evaluating the proposed repositioning of A7C-FEC-M between the identified FEC-M station points.

O22-6

C. Summary – Request for Analysis

Adoption of any of the SOCTIIP alternatives discussed in the EIS/SEIR will have specific, significant impacts upon the Ranch Plan and its implementation. Accordingly, RMV respectfully requests that TCA re-examine the SOCTIIP alternatives in light of these impacts, with particular emphasis upon the impacts/conflicts associated with the proposed A7C-FEC-M and FEC-W Alternatives.

O22-7

III. Secondary Impacts Associated with A7C-FEC-M Alternative

Implementation of the A7C-FEC-M Alternative would necessitate the relocation of required arterials in order to connect with associated interchange improvements. These would cross through certain resource areas located within the Gobernadora area, notably the Gobernadora Ecological Restoration Area (GERA). See EIS/SEIR Figure 2.4-12. The FTS-C interchanges in question are located south of Oso Parkway at "C" Street and New Ortega Highway (sometimes referred to as the "North River Road"). Although the EIS/SEIR identifies these two interchanges, the document fails to identify and consider the impacts associated with the construction, maintenance and operation of the arterial facilities that would be required to connect with the interchanges and the A7C-FEC-M alignment. Construction and operation of these connection facilities will directly impact the GERA and the conservation resources located therein. Accordingly, we respectfully request that TCA revisit its analysis of the A7C-FEC-M alignment to identify and evaluate the significance of these interchange-connection impacts.

O22-8

IV. Additional Issues

A. Biological Resources

1. Mitigation Measure WV-3. RMV respectfully requests the opportunity to review and comment upon the Biological Resource Management Plan required by this mitigation measure. O22-9

2. Mitigation Measures Related to Upper Chiquita Canyon Conservation Area. The Ranch Plan includes an adaptive management program (AMP) for the conservation and management of certain biological resources/open space areas. A constituent element of the AMP is a grazing management plan (GMP). The GMP contemplates the re-introduction of cattle grazing within lands covered by the Upper Chiquita Canyon Conservation Easement (UCCCE). Accordingly, coordination between RMV and TCA will be required in order to minimize potential conflicts between TCA's future mitigation activities within the UCCCE area and RMV's anticipated grazing activities within said area. O22-10

B. Cumulative Impacts

1. Description of the Ranch Plan. The description of the Ranch Plan (Alternative B-4) appearing on page 5-35 of the EIS/SEIR and page 9-6 of the Final Natural Environment Study (Final NES) is not accurate. Specifically, the EIS/SEIR and the Final NES mistakenly recite that the B-4 Alternative contemplates the development of 9,000 acres within the Ranch Plan area. The correct number of proposed development acres under the B-4 Alternative is 7,694. Please refer to Table 3.4-2 of the Ranch Plan DEIR for a correct recitation of the published Ranch Plan statistics. O22-11

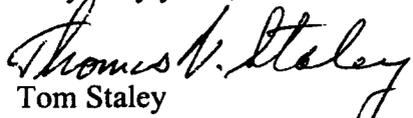
2. NCCP Set-Aside Areas for Future Development. Page 5-78 of the Final NES contains the following statement: "The NCCP is expected to set aside acres of open space lands as mitigation for anticipated future development such as SOCTIIP." This statement is not entirely accurate. It is RMV's understanding that TCA's mitigation for the SOCTIIP will not occur through any future NCCP which may set aside open space as mitigation for anticipated future development. Rather, mitigation for the SOCTIIP will likely occur within the NCCP Southern Subregion as a result of TCA's independent permitting efforts/activities pursuant to FESA, CESA, Section 404 and Section 1600. Please clarify TCA's intentions with respect to the NCCP and mitigation under said program. O22-12

Ms. Macie Cleary-Milan
SOCTIIP EIS/SEIR
Page 6 of 6

V. Conclusion

We appreciate the TCA's cooperation and courtesy in responding to the comments identified in this letter. Should you have any questions concerning the issues raised herein, or would like supplemental information concerning the Ranch Plan, RMV's current operations, or any other issue relevant to the analysis at hand, please contact us at your earliest convenience.

Very truly yours,


Tom Staley
Vice President – Development

cc: James Brown, TCA
Richard Broming, RMV
Dan Kelly, RMV
Laura Coley-Eisenberg, RMV



TUSTIN CHAMBER OF COMMERCE

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TRANSPORTATION
CORRIDOR AGENCIES

August 4, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan:

The Tustin Chamber of Commerce with over 450 members strong and their 15,000 employees has taken a position endorsing the Foothill South Far East Corridor: West (FEC-W) and Foothill South Far East Corridor: Modified (FEC-M) Alternatives as presented in the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Improvement Project.

The Tustin Chamber believes that both these proposed routes would have the least impact on currently developed areas. The Draft EIS/SEIR states that these proposed routes would require no community and business disruption. As an organization representing business interests and the City of Tustin community, this element is of particular importance to the Chamber. It is a key factor in the Chamber's choice of Alternative choices.

Additionally, the Tustin Chamber of Commerce endorses these two Alternatives because they would relieve current traffic bottlenecks on both freeway and surface streets. Less traffic congestion results in a better flow for goods and services, thus benefiting Orange County businesses and customers.

Thank you for the opportunity to go on record with our endorsements of the proposed Alternatives during the Public Comment period.

Sincerely,

Marisa L. Charette
Executive Director

cc: Tustin City Councilman Lou Bone
Orange County Supervisor Bill Campbell

O23-1



**The Donna O'Neill
Land Conservancy**

A NON-PROFIT CORPORATION

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TRANSPORTATION
CORRIDOR AGENCIES

August 5, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

Subject: Comments on the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Improvement Project

Dear Ms. Cleary-Milan:

Thank you for the opportunity to comment on the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Improvement Project. The following comments address the impacts of the alignments proposed to cross *The Donna O'Neill Land Conservancy (The Conservancy)* and propose creative mitigation solutions. *The Conservancy* organization was established in 1990 to oversee the approximately 1,200 acres of the original Talega Valley Specific Plan.

The Conservancy was set aside as a conservation easement to preserve the land for “educational, ecological, recreational, scenic and open space uses.” Its preservation served as partial mitigation for the biological impacts of the Talega Valley development. *The Conservancy* is a non-profit organization managed by a nine-member board of directors and a full-time paid executive director.

Our comments focus primarily on the impacts the FEC-W and FEC-M (FEC-M and A7C-FEC-M) will have on *The Conservancy*. The impacts of these alignments would forever change the character and composition of this biologically important wildlife reserve, located in one of the most endangered hotspots of biodiversity in the world.

The first 18 pages of comments focus on identifying impacts and addressing impacts delineated in Section 4.0. The pages that follow address mitigations listed in Section 8.0 and seek to creatively mitigate some of the impacts that have not been remedied in the SOCTIIP documents.

One of the best solutions we found to the competing interests opposing the placement of the Foothill-South Toll Road is creating an *underground* toll road extension. This would allow the road to be placed along any of the routes, including under the I-5, which would be the most useful location.

O24-1

O24-2

Since AMTRAK is also considering this route, the two projects could fund it jointly. Underground, and even underwater transit, is being built on a large scale all over the world. Currently Boston is involved in an ambitious project called, *The Big Dig*. There is information about this project on these websites:

<http://www.historychannel.com/exhibits/bigdig/what.html>
<http://www.betterroads.com/articles/sept02c.htm>

O24-2

This is a modern solution that would improve our quality of life in south Orange County. An underground transportation system would allow space for both public transit and private transport, serving people of differing socioeconomic status.

The Conservancy would like to take exception to the statement that “*The Conservancy* is of no greater value than other habitat located adjacent to *The Conservancy*,” as declared in the following paragraph (4.0 page 4):

“After reviewing the technical data produced and evaluating the potential impacts of the refined alternatives with Collaborative members, the following considerations resulted: the habitat value of the Conservancy is of no greater value than other habitat located adjacent to the Conservancy; impacts to the highly sensitive Blind and Gabino Canyon wetlands could be avoided with the refined alignments; impacts to Cristianitos Canyon and associated wetlands could be avoided; potential displacement to Talega residents could be avoided; visual impacts to areas west of the Conservancy could be minimized; and large landslide hazards could be avoided resulting in substantial reduction in remedial grading efforts thereby reducing disturbance limits.”

O24-3

The Conservancy was established after many long negotiations between the County of Orange, the City of San Clemente, Rancho Mission Viejo, Talega, and local citizens. It was chosen for preservation at the urging of biologists and because of its rare and outstanding mosaic of native plant communities. The legal documents establishing *The Conservancy* state:

“The Area’s natural elements, ecological, scientific and aesthetic values are of great importance to the people of the State of California and the people of the County of Orange, and are worthy of protection and preservation.”

“The parties desire that the Easement Area’s ecological elements, scientific and aesthetic features be preserved and maintained in PERPETUITY...”

One has only to look at an aerial photograph to see that *The Conservancy* plant communities are completely different from surrounding plant communities. The Conservancy’s canyons are lined with 6,000 coast live oak trees, while the plant communities to the west are mainly grassland and scrubland. This is probably due to the difference in geologic formation. *The Conservancy* is located on the Santiago Formation, while the land beside *The Conservancy* and to the west is Silverado Formation.

The Conservancy also takes exception to the statement that “...impacts to Cristianitos Canyon and associated wetlands could be avoided...” (4.0 page 4) The impacts to Cristianitos Canyon wetlands would not be avoided by Toll Road alignments through *The Conservancy*. Almost every canyon on *The Conservancy* drains into Cristianitos Canyon and our only year-round water sources are located below the proposed Foothill-South Toll Road routes.

O24-4

4.4 Socioeconomics and Environmental Justice

The Conservancy is a resource for those who can't afford to take a toll road or travel for vacations in distant parks. It provides a natural recreational/educational area for a county that is the second most densely populated in the state and which has the least percentage open space of any southern California county.

The Conservancy provides educational opportunities to students in schools such as San Juan Elementary, where many of the students are Hispanic and many live at the poverty level. San Juan Capistrano has a large underprivileged population. According to the SOCTIIP document, children would be most sensitive to the changes in air quality and chemical pollution caused by a four- to six-lane high-volume road.

The Conservancy also provides ecosystem services that protect other parks. For example, *The Conservancy* helps preserve the water quality of the San Mateo Creek and the beach. This makes San Onofre State Park and San Mateo Campground cleaner and safer. These parks are heavily used and are also important resources for people who cannot afford to travel for recreation. A toll road through *The Conservancy* would add vehicle pollutants to the San Mateo watershed and contaminate these important recreational resources.

O24-5

These impacts should be listed in Table 4.4-12, Summary of Adverse Impacts Related to Economics. What would be the cost of replacing *The Conservancy*, as it is, without the pollution and noise that would be introduced by the toll road. What will be the cost of maintaining the watershed for recreation downstream? What will be the cost of keeping the beaches clean? What will be the cost of hazardous spills and other unexpected impacts covered by the taxpayer? Who will ensure that any unexpected impacts of this type to *The Conservancy* will be repaired? Will tax payers bear this burden? Will money spent by the taxpayer on maintenance of this road (which many people cannot afford to take) be taken at the expense of maintenance of public roads or public transportation? Is there a non-compete agreement that would impact improvements of free public roads or in public transit?

4.5 Pedestrian and Bicycle Facilities

4.5.1 Affected Environment Related to Pedestrian and Bicycle Facilities

O24-6

The Conservancy maintains trails that are used by the community in company of a docent or naturalist. The trails are only available for hiking.

4.5.1.1 Pedestrian and Bicycle Facilities in the City of San Clemente

The Conservancy is partially located in the City of San Clemente and the main entrance to the reserve from the City of San Clemente was to be in that area. Many participants in *Conservancy* programs and *Conservancy* members are from San Clemente. The City of San Clemente and the Talega Associates have provided *The Conservancy* a location and Building (for a nature center) in a regional park within the Talega Community. The FEC-W alignments would block access to *The Conservancy* from the Nature Center, which

O24-7

was to be the main San Clemente access to *Conservancy* trails. The FEC-M and FEC-W alignments would block access through the southeast end of *The Conservancy*, where parking has been planned by Talega Associates for reserve visitors. | O24-7

4.5.1.9 Pedestrian and Bicycle Facilities in Unincorporated Orange County |

The Conservancy is partially located in unincorporated Orange County and serves much of Orange County with its trail system. | O24-8

Noise Impact Assessment – Please also see comments in 4.6, the following section. | O24-9

Air Quality Assessment – The Donna O’Neill Land Conservancy meets the definition of “An Area of Concern.” See comments in section 4.7. | O24-10

Aesthetics Impacts – By SOCTIIP definition, The Donna O’Neill Land Conservancy would be determined to experience adverse aesthetic impacts. | O24-11

Noise – It is stated that no noise standard applies to areas of infrequent human use such as undeveloped open space and trails which support intermittent use. We want to make it clear that *The Conservancy* does not fit this definition. We are an historical museum, an educational institution where school children, families, and adults come for planned programs. The “quiet,” or low dB level, is a characteristic that we are protecting as a part of our museum. The quiet is a part of the historical experience of the area. This experience is a long-term lingering use. | O24-12

Construction Noise Impacts |

The Conservancy should not be treated as a recreation area with pedestrian facilities. It should be treated as a school, as it is an historical and environmental education facility. | O24-13

Air Quality Impacts |

Please see Section 4.7 for discussion of Air Quality Impacts. | O24-14

Assessment of Visual Impacts |

Please see Section 4.18 for discussion of Visual Impacts. | O24-15

4.5.3 Impacts Related to Pedestrian and Bicycle Facilities |

The Donna O’Neill Land Conservancy is not listed under either the FEC-W Alternatives or the FEC-M Alignment. Yet, *The Conservancy* would suffer great impacts, and its value to the public would be much reduced by these alignments. The road also obstructs both of the planned San Clemente access points to *The Conservancy* trail system. Many San Clemente residents have been waiting to enter the reserve from the San Clemente area instead of traveling to Ortega Highway. | O24-16

4.6 Noise

Impact on Community Recreation/Education

The 1500 to 2000 visitors who participate in *The Conservancy* programs every year, come to experience the peace and quiet of the wilderness. Part of the benefit of wilderness is escape from the stress of "civilization." There is an enormous difference in the experience on *The Conservancy* when it is quiet versus noisy.

Noise is an intrusion that creates tension, interferes with the ability to become immersed in nature, and covers the subtler sounds of wildlands. Locations free from the higher-decibel noise of machines are becoming rare all over the world. *The Conservancy* is currently an island for retreat from the pressure of noise. Constant traffic noise will forever destroy this important service provided to the community by *The Conservancy*.

Section 4.6.1.3 (p. 234) states, "Schools are an especially sensitive receptor site due to the young age of the students..." *The Conservancy* provides field trips for 500 to 1000 students every year, with a potential of serving 6,000. Another 300 to 800 children come on nature walks with their families, scout troops, and other organizations.

O24-17

Impacts of Noise on Wildlife

"Animals respond to noise pollution by altering activity patterns, and with an increase in heart rate and production of stress hormones. Sometimes animals become habituated to increased noise levels, and apparently resume normal activity. But birds and other wildlife that communicate by auditory signals may be at a disadvantage near roads. Highway noise can also disrupt territory establishment and defense. A study by Andrew Barrass found that toads and treefrogs showed abnormal reproductive behavior in response to highway noise." (The Ecological Effects of Roads by Reed Noss, PhD) (<http://www.wildrockies.org/WildCPR/reports/ECO-EFFECTS-ROADS.html>)

O24-18

The breeding habits of the Arroyo Toad (endangered species) are impacted (stopped) by traffic noise. .) According to a local wildlife biologist, although the habitat is viable as breeding grounds, the toads do not breed within 300 yards of the I-5 freeway.

The Arroyo Toad is found along Cristianitos Creek, Gabino Creek, and in the best numbers in existence in San Mateo Creek. (These locations are not on *The Conservancy*, but the toads do use *The Conservancy*, and are part of our ecosystem. The toads have been found as far as 1.3 km from their breeding areas

Other Concerns

Table 4.6-5 shows no measurement of existing peak noise levels for *The Conservancy* or any other remote area of Rancho Mission Viejo.

O24-19

Does Table 4.6-19 include *The Conservancy* among the parks impacted?

O24-20

4.7 Air Quality

A toll road will add pollutants to the air in *The Conservancy* by funneling thousands of vehicles through it daily. This will make the area less healthful for recreation.

Motor vehicles are responsible for up to half of the smog-forming volatile compounds (VOCs) and nitrogen oxides (NOx). Motor vehicles release more than 50 percent of the hazardous air pollutants. Motor vehicles release up to 90 percent of the carbon monoxide found in urban air. (US Environmental Protection Agency: http://www.epa.gov/oar/oaqps/peg_caa/pegcaa04.html)

O24-21

The four pollutants of greatest concern in the South Coast Air Basin are O₃, NO₂, CO and PM₁₀. All are generated by vehicles.

These pollutants will make *The Conservancy* a more dangerous place for families and students to visit. "Receptors sensitive to air pollution occur in all areas with a human presence due to the potential adverse health effects. Residential, school, and hospital areas are often considered to be among the most sensitive due to the presence of children and the infirm." (Section 4.0, page 297)

Studies have indicated that trees might be predisposed to disease by environmental factors like acid rain, acid fog, nitrate deposition, and ozone. This pollution may also impact the availability of nutrients in the soil, and predispose oak trees to infestations by secondary fungus and beetles. Leaves can take in pollutants from contaminated air or from particulate matter on the leaf surface. "These pollutants can move up the food chain, with sometimes severe toxic effects on animals, including reproductive impairment, renal abnormalities, and increased mortality rates." (The Ecological Effects of Roads, by Reed Noss, PhD)

O24-22

4.8 Floodplains, Waterways and Hydrologic Systems

Relevant Studies Indicate

"Road construction alters the hydrology of watersheds through changes in water quantity and quality, stream channel morphology, and ground water levels. Paved roads increase the amount of impervious surface in a watershed, resulting in substantial increases in peak runoff and storm discharges. That usually means flooding downstream. Reduced evapotranspiration within road rights-of-way may also result in increased runoff and streamflows."

"Roads concentrate surface water flows, which in turn increases erosion. Megahan and Kidd, in 1972, found that erosion from logging roads in Idaho was 220 times greater than erosion from undisturbed sites."

O24-23

"The impacts of roads on fish and fisheries have long concerned biologists. Increased erosion of terrestrial surfaces almost inevitably results in increased sedimentation of streams and other water bodies. Even the best designed roads produce sediment...A divided highway requiring exposure of 10 to 35 acres per mile during construction produces as much as 3000 tons of sediment per mile."

“Much of the sedimentation associated with roads occurs during mass movements (i.e., landslides) rather than chronic surface erosion. Roads dramatically increase the frequency of landslides and debris flows. Studies in Oregon have found that roads trigger up to 130 times more debris torrents than intact forest.”

“Increased sediment loads in streams have been implicated in fish declines in many areas. A 1959 study on a Montana stream, reported by Leedy in 1975, found a 94% reduction in numbers and weight in large game fish due to sedimentation from roads. Salmonids are especially vulnerable to sedimentation...” (Quotations from *The Ecological Effects of Roads* by Reed Noss, PhD)

Conservancy Hydrology Issues

The FEC-W and FEC-M toll road alignments traverse ridges and canyons of *The Conservancy* and will require the destruction of ridges and filling of canyons to create a level topography for the road. This massive grading will not only destroy the integrity of the landscape, but change its hydrologic structure. Grading above an oak stand in Las Flores caused the death of a mature stand of oaks.

“When a road bed is raised above the surrounding land surface, as is normally the case, it will act as a dam and alter surface sheet flow patterns, restricting the amount of water reaching downstream areas.” (*The Ecological Effects of Roads* by Reed Noss, PhD) On the FEC-M route, the toll road alignment is placed just above our only summer-flowing spring, an important resource for wildlife. Other than that spring, there is no water flowing on *The Conservancy* during the late spring or summer.

O24-23

There are 6,000 oaks on *The Conservancy*. Mostly located in the canyons, the survival of these oaks can be heavily impacted by grading of the surrounding hills or increased erosion of their streambeds. During the last El Nino event, dramatic erosion occurred in various locations of the oak woodlands. Increases in peak runoff could devastate these woodlands, and with them, the hundreds of animal species who depend on the survival of these oaks.

Conservancy canyons drain into Cristianitos Creek and eventually into San Mateo Creek. Both creeks are home to the endangered arroyo toad. The arroyo toad is named after its sandy arroyo habitat. This species is very sensitive to changes in the sediment regime. It requires sandy arroyos for its survival. Changes in the creek can also allow invasive non-native species to invade the habitat. Any deep pools support bullfrogs, which are predators of native frogs and toads.

O24-24

Endangered steelhead trout have been found in the San Mateo Watershed, and must be considered a part of the ecosystem of this rare watershed. They are especially vulnerable to sedimentation of their habitat.

O24-25

4.9 Water Quality

“Vehicles emit a variety of pollutants, including heavy metals, carbon dioxide, and carbon monoxide, all of which may have serious cumulative effects...Motor oil and tires contain zinc and cadmium: motor oil and gasoline contain nickel. These metals, like lead, have been found to increase with proximity to roads, and with increasing traffic volume and decreasing soil depth. Earthworms have been found to accumulate all these metals, in concentrations high enough to kill earthworm-eating animals. These roadside contaminants can be carried far from roads by wind and water. Lead contamination has been noted up to 100 miles from the nearest metropolitan area.” (*The Ecological Effects of Roads* by Reed Noss, PhD)

The EPA lists the following as problems associated with vehicle runoff:
(<http://www.p2pays.org/ref/17/16148.htm>)

Runoff pollution from rainwater that washes off roads can also consist of dirt and dust, rubber and metal deposits from tire wear, antifreeze and engine oil that has dripped onto the pavement, pesticides and fertilizers, and discarded cups, plastic bags, cigarette butts, and other litter. These contaminants are carried into our streams, and ocean.

Sediment is produced when soil particles are eroded from the land and transported to surface waters. Natural erosion usually occurs gradually because vegetation protects the ground. When land is cleared or disturbed to build a road or bridge, the rate of erosion increases. The vegetation is removed and the soil is left exposed, to be quickly washed away in the next rain. Soil particles settle out of the water in a lake, stream, or bay onto aquatic plants, rocks, and the bottom. This sediment prevents sunlight from reaching aquatic plants, clogs fish gills, chokes other organisms, and can smother fish spawning and nursery areas.

Other pollutants such as heavy metals and pesticides adhere to sediment and are transported with it by wind and water. These pollutants degrade water quality and can harm aquatic life by interfering with photosynthesis, respiration, growth, and reproduction.

Oils and grease are leaked onto road surfaces from car and truck engines. Rain transports these pollutants directly to surface waters.

Heavy metals come from some "natural" sources such as minerals in rocks, vegetation, sand, and salt. But they also come from car and truck exhaust, worn tires and engine parts, brake linings, weathered paint, and rust. Heavy metals are toxic to aquatic life and can potentially contaminate ground water.

If applied excessively or improperly, fertilizers, pesticides, and herbicides can be carried by rain waters from the green parts of public rights-of-way. In rivers, streams, lakes, and bays, fertilizers contribute to algal blooms and excessive plant growth, and can lead to eutrophication. Pesticides and herbicides can be harmful to human and aquatic life.

Mitigation

The application of the EPA Management Measures (included below) suggests that the FEC-W and FEC-M alignments of the Foothill-South are ill-conceived. Key measure number 1 would preclude these alignments, as the natural habitat surrounding Cristianitos Creek provides important water quality benefits to the San Mateo Watershed and ultimately, the beach at Trestles. Measure 2 cautions to limit clearing, grading, and cut fill. Measure 3 precludes the disturbance of natural drainage features and vegetation. Almost every canyon of *The Conservancy* is a drainage feature that empties into Cristianitos Creek. Measure 7 requires the project to incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

Management Measures and Best Management Practices

CZARA established goals to be achieved in controlling the addition of pollutants to out coastal waters. EPA developed a Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters. States with approved coastal zone management programs are required to incorporate the Guidance management measures, or more stringent management measures, into their Coastal Zone Nonpoint Source Control Programs. CWA section 319 programs assist states in the development of nonpoint source controls.

O24-26

Key management measures for roads, highways, and bridges include the following:

- 1 Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- 2 Limit land disturbance such as clearing and grading and cut fill to reduce erosion and sediment loss.
- 3 Limit disturbance of natural drainage features and vegetation.
- 4 Place bridge structures so that sensitive and valuable aquatic ecosystems are protected.
- 5 Prepare and implement an approved erosion control plan.
- 6 Ensure proper storage and disposal of toxic material.
- 7 Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.
- 8 Develop and implement runoff pollution controls for existing road systems to reduce pollutant concentrations and volumes.

4.10 Wetlands and Waters of the United States

As the FEC-W and FEC-M have the potential to completely disrupt the wetlands through hydrological changes caused by massive grading of the slopes above the wetlands, the “avoidance of sensitive wetlands” is not accomplished by the refinement.

O24-27

4.11 Wildlife, Fisheries and Vegetation

“Nothing is worse for sensitive wildlife than a road. Over the last few decades, studies in a variety of terrestrial and aquatic ecosystems have demonstrated that many of the most pervasive threats to biological diversity - habitat destruction and fragmentation, edge effects, exotic species invasions, pollution, and overhunting - are aggravated by roads. Roads have been implicated as mortality sinks for animals ranging from snakes to wolves; as displacement factors affecting animal distribution and movement patterns; as population fragmenting factors; as sources of sediments that clog streams and destroy fisheries; as sources of deleterious edge effects; and as access corridors that encourage development, logging and poaching of rare plants and animals. Road building in National Forests and other public lands threatens the existence of de facto wilderness and the species that depend on wilderness.”

“Vehicles on high-speed highways pose the greatest threat to wildlife. Roadkill usually increases with the volume of traffic.” (Quotations from *The Ecological Effects of Roads* by Reed Noss, PhD)

Refinement Process

“As the refinement process moved forward, it was determined that in order to maximize the beneficial effect of the refined alternatives, it would be necessary to encroach on the Donna O’Neill Land Conservancy (Conservancy).” (SOCTIIP Draft EIS/SEIR)

As the FEC-W and FEC-M have the potential to completely disrupt the wetlands through hydrological changes caused by impermeable surface flow and massive grading of the slopes above the wetlands, the “avoidance of sensitive wetlands” is not accomplished by the refinement.

O24-28

The beneficial effects achieved by the new alignments were in avoiding landslide areas, the wrath of residents, and the unwillingness of the military. In other words, *The Conservancy* seems to be the path of least resistance.

The Conservancy was not set aside only by Rancho Mission Viejo. It was set aside by the County of Orange, the City of San Clemente, Rancho Mission Viejo, community conservationists, and the Arvida Company, developers of the Rolling Hills Planned Community development. Rancho Mission Viejo was paid for the Conservation Easement that protects *The Conservancy*. Although the land itself is privately owned, it is protected in perpetuity for its preservation values by a Board of Directors whose members are: the County of Orange, the City of San Clemente, and Rancho Mission Viejo.

The Conservancy is of greater biological value than most of the surrounding area. One has only to look at an aerial photograph to see that *The Conservancy* plant communities are completely different from surrounding plant communities. The Conservancy’s

O24-29

canyons are lined with 6,000 coast live oak trees, while the plant communities to the west are mainly grassland and scrubland. This difference is probably due to the difference in geologic formations. *The Conservancy* is located on the Santiago Formation, while the land beside *The Conservancy* and to the west is Silverado Formation. (This is probably why there is less probability of landslides for the new alignments).

O24-29

Impacts to Blind and Gabino Canyon wetlands may be avoided by the new alignments, but impacts to Cristianitos Canyon and San Mateo Creek will not. Avoidance of visual impacts to areas west of *The Conservancy* are wasted, as there are already houses and roads in that area. It is difficult to believe that there is a substantial reduction in grading efforts for these new alignments, as both the FEC-M and FEC-W will result in the destruction of ridgelines and the filling of canyons.

O24-30

O24-31

O24-32

Wildlife Connectivity

The FEC-M alignment certainly does nothing to avoid effects on wildlife connectivity, and the FEC-W, although it cuts off ONLY 450 acres of an 1165-acre wildlife reserve, still destroys connectivity in an area important to wildlife. In fact, the FEC-W, surrounded by wildlands, creates a mortality sink for *The Conservancy's* animals, from snakes to mountain lions.

O24-33

4.11.1.1 Wildlife, Fisheries, and Vegetation Plant Communities

Plant Species

The Conservancy's woodlands are put at risk by the massive grading of hills and filling of canyons. This grading can impact the hydrology of the area and change the movement of the subsurface water that supports the coast live oaks and California sycamores. In the Las Flores community, grading of the hillside destroyed a stand of oaks situated below.

O24-34

All of the plant communities of *The Conservancy* are disappearing. Only 38% of the natural landscape remains in Orange County, as compared to over 60% in other Southern California counties.

Invasive Plant Species

Invasive plant species are already a problem at *The Donna O'Neill Land Conservancy*. They already move along the small trails and dirt road at *The Conservancy*. The roadsides of a large toll road traversing many different plant communities - and the road cuts resulting from the grading - will make this problem even more daunting.

O24-35

4.11.1.3 Wildlife

Invertebrates

The only invertebrates considered in SOCTIIP surveys were those associated with vernal pools. However, *The Conservancy* has a large number of butterfly species. California

O24-36

ringlets, which depend on native grassland for reproduction, exist in great numbers. During one *North American Butterfly Association* count, the number of ringlets found on *The Conservancy* was greater than that of any other butterfly species counted that year anywhere in North America. The Sonora blue butterfly has disappeared over much of its range, but is still found on *The Conservancy*. Three species of checkerspots found on *The Conservancy* are rare throughout Orange County. The toll road will form a barrier for butterflies moving within *The Conservancy*, and it will be impossible to protect butterflies from high-speed vehicles moving through their habitat. This road will decimate our butterfly populations.

O24-36

Another invertebrate of concern is the native ant. Roads can facilitate the spread of non-native invasive ant species, such as Argentine ants or fire ants. These ants have been shown to eliminate the native ant species, such as harvester ants. Harvester ants are food for the coast horned lizard, now a state species of special concern. Any irrigation of roadsides can create an environment suitable for invasive ant species.

O24-37

Amphibians

The arroyo toad breeds in Cristianitos Creek and uses the uplands in *The Conservancy*. Its breeding is interrupted by road noise. (See references listed in comments on Section 4.6 Noise – Wildlife Impacts.) Aside from noise, chemical pollution has a large potential effect on amphibians. Recent studies in the Sierra Nevada mountain range have linked the disappearance of frog species, even in remote areas, to pollution from acid rain.

O24-38

“Plant roots take up lead from the soil, and leaves take it from contaminated air or from particulate matter on the leaf surface. This lead moves up the food chain, with sometimes severe toxic effects on animals, including reproductive impairment, renal abnormalities, and increased mortality rates. Food chain effects can switch between aquatic and terrestrial pathways. Lead concentrations in tadpoles living near highways can be high enough to cause physiological and reproductive impairment in birds and mammals that prey on tadpoles.” (The Ecological Effects of Roads by Reed Noss, PhD)

“Less is known about the effects of other heavy metals, such as zinc, cadmium, and nickel. Motor oil and tires contain zinc and cadmium; motor oil and gasoline contain nickel. These metals, like lead, have been found to increase with proximity to roads, and with increasing traffic volume and decreasing soil depth. Earthworms have been found to accumulate all these metals, in concentrations high enough to kill earthworm-eating animals. These roadside contaminants can be carried far from roads by wind and water. Lead contamination has been noted up to 100 miles from the nearest metropolitan area.” (The Ecological Effects of Roads by Reed Noss, PhD)

Damaging additives to gasoline, such as MTBE, can also enter the ecosystem through road runoff. Herbicides and fertilizers used for revegetation of roadsides can also move from the terrestrial to the aquatic ecosystem through runoff. Amphibians have highly permeable skin, which would make them even more susceptible to polluted water.

O24-39

Reptiles

Lizards and snakes use roads to warm themselves. I see them on Cristianitos Road regularly in the summer months. I also see dead snakes on Ortega Highway.

O24-40

“Snakes are particularly vulnerable to roadkill, as the warm asphalt attracts them; yet their carcasses are seldom tallied. Herpetologists have noted dramatic declines of snakes in Paynes Prairie State Preserve near

Gainesville, Florida, which is crossed by two four-lane highways. This preserve was once legendary for its diversity and density of snakes, but no more. Similarly, a study of south Florida herpetofauna by Wilson and Porras attributed declines in many snakes to the increasing road traffic in that region.” (The Ecological Effects of Roads by Reed Noss, PhD)

Raptors

Two sensitive raptors that nest on The Conservancy were not mentioned in the SOCTIIP documents. The white-tailed kite, nests on *The Conservancy* and has a permanent roost. Juvenile white-tailed kites were observed in a canyon within the disturbance limits of the FEC-W alignment. Long-eared owls also nest in *The Conservancy*.

O24-40

“Barn owls...have experienced declines in coastal southern California” (Bloom 1979). Peter Bloom, biologist and raptor specialist, has put up barn owl boxes in *The Conservancy* to help compensate for their disappearance in other parts of the county. Barn owls need grasslands to forage for rodents and other small mammals.

O24-41

Impacts of Roads on Raptors

The extra rain that accumulates at roadsides can build up the food supplies there, allowing rodents to proliferate. These rodents can attract birds of prey to the road. Fence posts allow the raptors to perch by the road and hunt. Vultures seek out roadkills, often to become roadkills themselves.

O24-42

Barn owls are particularly susceptible to automobile accidents. Owls tend to swoop down across roads, often in the direction of oncoming lights. This makes them highly susceptible to collisions. Traffic collisions have been shown to be a significant factor of mortality for many species of owls. In California, 227 dead barn owls were recovered along 147 miles of freeway during a five-month period. They were not evenly spread out along the road, but *concentrated in areas through pasture and open land*. Other roadkill found during the time period were: six great-horned owls, one short-eared owl, and one burrowing owl, two northern harriers, one red-shouldered hawk, twelve red-tailed hawks, and one white-tailed kite. (data from Traffic Related Mortality and the Effects on Local Populations of Barn Owls *Tyto alba* by Thomas G. Moore and Marc Mangel)

O24-43

Birds

The Conservancy is used by more than 80 species of birds, more species than are found at Yosemite National Park. Roads have been found to impact birds in a variety of ways.

O24-44

“...some birds use roadside gravel to aid their digestion of seeds...” “Certain bird species ...have been found to avoid roads, or the forest edges associated with roads. In the Netherlands, researchers found some bird species to be displaced up to 2000 meters from busy highways...The Florida scrub jay, a threatened species, has been found to suffer considerable mortality from collision with vehicles, and researchers have concluded that these birds cannot maintain stable populations along roads with considerable high-speed traffic.” (The Ecological Effects of Roads by Reed Noss, PhD)

Mammals

“The Humane Society of the US and the Urban Wildlife Research Center have arrived at a conservative figure of one million animals killed each day on highways in the United States. When I-75 was completed through a major deer wintering area in northern Michigan, deer road mortality increased by 500%. In Pennsylvania, 26,180 deer and 90 bears were killed by vehicles in 1985. These statistics do not account for animals that crawl off the road to die after being hit. Also, roadkill statistics are invariably biased toward mammals...” (The Ecological Effects of Roads by Reed Noss, PhD)

O24-44

“Some species of animals simply refuse to cross barriers as wide as a road. For these species, a road effectively cuts the population in half. A network of roads fragments the population further. The remaining, small populations are then vulnerable to all the problems associated with rarity: genetic deterioration from inbreeding and random drift in gene frequencies, environmental catastrophes, fluctuations in habitat conditions, and demographic stochasticity (i.e., chance variation in age and sex ratios). Thus, roads contribute to what many conservation biologists consider the major threat to biological diversity: habitat fragmentation. Such fragmentation may be especially ominous in the face of rapid climate change. If organisms are prevented from migrating to track shifting climatic conditions, and cannot adapt quickly enough because of limited genetic variation, then extinction is inevitable.” (The Ecological Effects of Roads by Reed Noss, PhD)

Mountain lions

The Conservancy is a small wildlife reserve, only 1165 acres. It is not large enough for a single bobcat, which in Orange County requires 10 square miles of habitat. *The Conservancy* is dependent on surrounding lands to support some of its larger mammals. The mountain lions require an average home range of 80 square miles (female) to 150 square miles (male). Yet, during Dr. Paul Beier’s study (1989-1992), thirteen mountain lions were found using *The Conservancy*. This is testimony to the quality of *Conservancy* habitat. It is an important part of mountain lion home ranges.

In Orange County and all contiguous wildlands, there is only enough space remaining for three or four *male* mountain lions. During Dr. Beier’s study, two of the four males with territories used *The Conservancy* as part of their home ranges. (This alone should be enough to protect *The Conservancy* from the intrusion of a road. Since the mountain lion is a top predator and “keystone species,” the fate of many other species would be sealed with its disappearance. All over Orange County, many conservationists are working to preserve habitat and corridors for the mountain lion. The Coal Canyon acquisition, made with the purpose of keeping a mountain lion corridor from Cleveland National Forest to Chino Hills, was a ten-year, multi-agency project, with acquisition of the 500 acres at a cost of \$40 million. The Foothill-South Toll Road threatens to undo countywide conservation efforts.)

O24-45

Roads are deadly for large predators. Every time they put a road through mountain lion habitat, it not only takes a great amount of the habitat, but it forms an obstacle. The road makes it difficult for the cat to obtain cover and deer, two of the important resources it needs for survival. According to Michael Gibeau and Karsten Heuer (Effects of Transportation Corridors on Large Carnivores in the Bow River Valley, Alberta), “there is irrefutable evidence that roads and their associated disturbances reduce habitat effectiveness resulting in reduced fitness and increased risk of mortality.”

O24-46

The mountain lion survives in only 18 of the contiguous United States. The mountain lion has been wiped out from most of the area east of the Mississippi. Only a few remain

O24-47

in Florida. The Florida panther (mountain lion) population is listed as endangered and it is the same size as our mountain lion population.

“Seventeen Florida panthers, one of the most endangered subspecies of mammals in the world, are known to have been killed on roads since 1972. Since 1981, 65% of documented Florida panther deaths have been roadkills, and the population of only about 20 individuals is unlikely to be able to sustain this pressure.

“Florida is a rapidly-developing state with more than 1000 new human residents each day and over 50 million tourists annually. Primary and interstate highway mileage has increased by 4.6 miles per day for the last 50 years. Hence it is no surprise that roadkills are the leading known cause of death for all large mammals except white-tailed deer.” (The Ecological Effects of Roads by Reed Noss, PhD)

Connectivity of habitat and low road density are key to the survival of larger *Conservancy* wildlife. The FEC-M and FEC-W alignments fragment *The Conservancy*, making high-value habitat a danger zone for larger mammals and interrupting the mountain lion corridors of travel.

O24-47

Mammals use the shelter of oak woodlands for traveling and hunting. Both the FEC-M and FEC-W destroy the continuity and integrity of these oak woodlands by actually removing many acres of oaks and by grading the hills and canyons that support them.

O24-48

Small Mammals

Smaller mammals are often unable or unwilling to cross roads. The inability or unwillingness of wildlife to cross roads results in fragmentation of populations and the creation of much smaller populations, which can weaken the population genetically and make them more vulnerable to environmental catastrophes, such as flood or drought.

“Some species of animals simply refuse to cross barriers as wide as a road. For these species, a road effectively cuts the population in half. A network of roads fragments the population further. The remaining, small populations are then vulnerable to all the problems associated with rarity: genetic deterioration from inbreeding and random drift in gene frequencies, environmental catastrophes, fluctuations in habitat conditions, and demographic stochasticity (i.e., chance variation in age and sex ratios). Thus, roads contribute to what many conservation biologists consider the major threat to biological diversity: habitat fragmentation. Such fragmentation may be especially ominous in the face of rapid climate change. If organisms are prevented from migrating to track shifting climatic conditions, and cannot adapt quickly enough because of limited genetic variation, then extinction is inevitable.” (The Ecological Effects of Roads by Reed Noss, PhD)

O24-49

“In forests, a road clearance constitutes an obviously contrasting habitat. One might expect that the barrier effect of roads would be less severe in more open habitats, where the contrast between the road and adjoining habitat is less. Yet, a study by Garland and Bradley of the effects of a four-lane highway on rodents in the Mojave Desert found that rodents almost never crossed the road. Of eight species captured, marked, and recaptured, only an adult male antelope ground squirrel crossed the entire highway. No roadkills were observed, suggesting that few rodents ever ventured onto the highway.” (The Ecological Effects of Roads by Reed Noss, PhD)

Other Indirect Effects

A road through *The Conservancy* provides access to people who would not otherwise be there. Already, on Rancho Mission Viejo, there are problems with trespassers, arsenists, and poachers. These indirect dangers are also deadly for wildlife.

Poaching and Collecting

“Other consequences of road access include overcollecting of rare plants (e.g., cacti, orchids, and ginseng) and animals (e.g., snakes for the pet trade), the removal of snags near roadsides by firewood cutters, and increased frequency of fire ignitions. Removal of snags eliminates habitat for the many cavity-nesting and roosting birds and mammals. In the Blue Mountains of eastern Oregon and Washington, for example, 39 bird and 23 mammal species use snags for nesting or shelter. Woodpeckers are among the cavity-nesting birds known to be critically important in dampening forest insect outbreak. Thus, snag removal along roadsides is an anthropogenic edge effect that may have far-reaching effects on entire ecosystems.”

O24-49

Fires

“Humans are suspected to cause at least 90% of wildfires in the US, over half of which begin along roads. In 1941, Shaw and co-workers reported 78% of all anthropogenic fires occurred within 265 feet of a road. In New Jersey, the origins of 75% of all forest fires were traced to roadsides.” (The Ecological Effects of Roads by Reed Noss, PhD)

Table 4.11-11 Summary of Impacts

The following Indirect Impacts were not included in the table:

Plant Community:	increased exposure to elements and change in microclimate when oak woodlands are opened, air and water pollution
Plant Species:	increased poaching risk, air and water pollution
Wildlife Species:	increased poaching risk, increased fire risk, road aversion, exposure to predation as a result of lighting at night, air and water pollution, increased risk of top predator (mountain lion) loss impacting entire ecosystem, complex interaction of impacts
Soil/Hydrology	water pollution, modification of underground flow pattern/hydrology eliminating only seep on reserve and water resources for oaks

O24-50

Cumulative Effects

“Consider this triple jeopardy: At the same time that development reduces the total amount of habitat, squeezing remaining wildlife into smaller and more isolated patches, the high-speed traffic of larger and wider highways eliminates more and more of the remaining populations.” To the extent that various plant species depend on road-averse animals for dispersal, roads fragment plant populations as well.

Because many of the animal species most sensitive to roads are large predators, we can expect a cascade of secondary extinctions when these species are eliminated or greatly reduced. Recent research confirms that top predators are often “keystone species,” upon which the diversity of a large part of the community depends. When top predators are eliminated, such as through roadkill or because of increased access to hunters, opportunistic mesopredators increase in abundance, leading to declines of many songbirds and ground-dwelling reptiles and amphibians.

The net, cumulative effect of roads is to diminish the native diversity of ecosystems everywhere.” (The Ecological Effects of Roads by Reed Noss, PhD)

To underscore the cumulative changes that result from loss of a large predator, this is the story as told by Bob Radcliffe, mayor of North Haven, New York:

“It’s still pretty, but in the woods the understory has disappeared. Nothing grows below five feet off the ground. Small mammals and ground-nesting birds have vanished, their habitat destroyed. Nobody sees pheasants in North Haven anymore; the foxes are gone, too. The woods cannot replenish themselves because deer eat all the saplings. North Haven’s ecosystem could handle a herd of about 60 deer, Ratcliffe believes. In the fall of 1996 the number stood at more than 600.

O24-50

The costs are not only to the environment. Deer carry deer ticks, *Ixodes scapularis*, which in turn causes Lyme disease. The symptoms include nausea, fever, night sweats, and arthritis-like pain in the joints. If not treated early, with heavy doses of antibiotics, it can cause damage to the central nervous system...65% of the families in North Haven have had Lyme disease.”

4.12 Threatened and Endangered Species

See Section 8.12 for comments on Mitigation.

O24-51

Measure TE 5. See comments on Mitigation 8.12 Measure TE 5.

O24-52

Measure TE 10. *The Conservancy* should be included in the preparation of the ATRMP.

O24-53

4.13 Wild and Scenic Rivers

As the last unchannelized, undammed watershed south of Ventura, The San Mateo Watershed should be included in the Wild and Scenic Rivers program. It meets all of the criteria for the program.

O24-54

4.16 Historical and Archaeological Resources

The Conservancy itself is an historical resource. It is a living museum, a glimpse of California the way it was before the settlers arrived. It was home to the Acjachemen people and contains several archaeological sites. The plants found on the reserve have adapted over thousands of years and have a history of use by the Native Americans and the early settlers.

O24-55

A toll road through *The Conservancy* will compromise the community’s historical experience and thus, the value of *The Conservancy* to the community. Now, as the public tours *The Conservancy*, it is possible to imagine living in a time when there were no houses (as we know them), no stores or shopping centers, and no paved roads. The area is very quiet much of the time, and the view sheds are mostly clear.

Beyond the compromise of the public experience of living history, the toll road will make it much more difficult to maintain the historic plant populations because the road will provide an additional path for invasive, non-native species to move into *The Conservancy*. The greater the area of disturbance, the larger will be the potential for invasion.

O24-56

4.17 Hazardous Materials and Hazardous Waste Sites

The FEC-W and FEC-M would bring thousands of people through an area that was previously remote and is still top security. The TRW site has always been involved in weapons development and research. They were doing Star Wars research, which must require extremely hazardous chemicals. Bringing a major road near this site will necessitate an increase in security, especially in light of current concerns with terrorism.

O24-57

The Kinder Morgan pipeline runs through *The Donna O'Neill Land Conservancy*. They have posted warning signs along the path the pipeline follows through *The Conservancy* in order to monitor the pipeline from the air. They are concerned with possible terrorism, as jet fuel and other combustible fuels are pumped through the pipeline. Bringing a road through *The Conservancy* in proximity of the pipeline would require an increase in security.

O24-58

The Foothill-South Toll Road should not cross the Kinder Morgan pipeline, as the road would interfere with access to the pipeline in case the pipeline is damaged or begins to leak. This would result in greater potential damage to the watershed.

If there is a risk that hazardous materials could damage *The Conservancy* or any part of the *San Mateo Watershed*, a fund must be established to mitigate these damages. This cleanup of the last unchannelized, undammed watershed south of Ventura should not be left to chance. Since the road will not be affordable to all taxpayers, the cost of cleanup should be covered by those who use the road, and in case of road insolvency, should be set aside as part of the mitigation.

O24-59

4.18 Visual Resources

There is no way to mitigate for the visual impact a four-lane above-ground toll road will have on *The Conservancy's visual resources*. Evidence has shown that people actually display different brain wave patterns when they view photographs of wildlands versus lands with artifacts of civilization. The experience in nature is different when there is no evidence of human construction.

O24-60

The Draft EIS/SEIR states:

“The intactness of the view would be reduced slightly with the addition of the road surface to the view. However, this feature combined with the TRW facilities would not change the rating from moderate (rated 4). The unity of the visual components would change from moderately high (rated 5) to moderate (rated 4) because the straight line of the road surface would moderately interrupt the overall curvilinear pattern of the view components and will divide the view in half horizontally. The overall visual rating of the mitigated with-project conditions from this view point would be moderate (5+4+4=13, 13/3=4.33). This change in visual quality of 0.67, less than one point, would be an adverse, but less than substantial visual impact of the project in AU32 from this view point in Talega and from views from the Donna O'Neill Land Conservancy.”

Considering the qualities of vividness, intactness, and unity, it is ridiculous to think that the addition of a four-lane toll road would rank a change in visual quality of only 0.67 in a wilderness reserve. (It begs the question, “What views from *The Donna O’Neill Land Conservancy* were they ranking?” The areas surrounding and traversed by the FEC-M would lose immeasurably in all of these qualities. The scene of rolling hills would be less vivid with a flattened gray area right through the middle. The hills and canyons of *The Conservancy* would no longer be intact and would certainly not appear intact, a change that would not be missed from the ridgelines – or even from our trailhead. The unity of the area would be completely compromised. The existence of power lines and TRW facilities does not lessen the negative visual impact of the road. In fact, they are repairable. Once the TRW lease has expired, the impacted TRW area can be restored to natural landscape. The electrical wires can be buried. A road would not be as easily removed.

O24-61

For the FEC-W alignments, as stated in the draft EIS/SEIR, “The visual quality impact for viewers within the Land Conservancy would be substantially adverse.” (Section 4, page 908)

4.20 Earth Resources

See Section 8.20.

O24-62

4.24 Public Services and Utilities

See Section 8.24

O24-63

4.25 Recreation Resources

See Section 4.4 and 4.5.

The Donna O’Neill Land Conservancy is more than open space with trails. It is an Historical Museum that allows the community to experience Orange County as it was during the time of the Acjachemen people, when there were no stores, homes as we know them, or electrical machines. The archaeological resources reveal the technology of the past. The plants hold the secrets of a way of life.

O24-64

4.26 Unavoidable Adverse Impacts

Unless the road is placed underground, most of the impacts to *The Conservancy* and its wildlife are unavoidable adverse impacts.

O24-65

4.27 The Relationship Between Local and Short Term Uses of Man’s Environment and the Maintenance and Enhancement of Long Term Productivity

In the long run, roads always increase traffic. It is good planning of public transportation and the complementary location of houses and jobs that ultimately frees our roads. If you build a road, people will drive more. If you build a road through open space, people will build along the road and create greater traffic.

Eventually, we will run out of space for more roads and more buildings. The question is, what will people in this county, having the second densest population in the state of California, do to get away from the ever-increasing density and traffic. The Donna O'Neill Land Conservancy is a precious and irreplaceable jewel. To destroy a resource that could be used over many generations for yet another road that will be filled within five years, is irresponsible. The value of land and quality of life in Orange County will be greater if we find a way to preserve open space for our growing population and our history for future generations.

O24-65

8.2 Mitigation Measures Related to Land Use

During final design and at least one month prior to construction, full-time site security should be provided by TCA for *The Conservancy* to oversee grading and construction. Security personnel should be chosen or approved by the Conservancy Board of Directors and made familiar with the design and construction plans of the contractor.

O24-66

During final design, the contractor will coordinate with The Conservancy to plan and implement relocation of Conservancy access roads and trails.

O24-67

8.4 Mitigation Measures Related to Socioeconomics

The full socioeconomic impacts were not addressed. Mitigation for unaddressed impacts are included below.

The FEC-M and FEC-W alignments adversely affect a disproportionately high number of minorities or low income individuals or households, when considering the negative impacts on close recreational and educational opportunities. To mitigate for this loss, an area equal in size and character (quiet with relatively open views) should be acquired. This new area must have similar plant communities and connectivity to Cleveland National Forest and/or Camp Pendleton. Or, the road could be placed underground, preserving the character of *The Conservancy*.

O24-68

The pollution of the beach and loss of parkland could potentially result in loss of local tax revenue. Mitigation measures must isolate road runoff and direct it to a treatment plant that will remove all pollutants before releasing the water to the ocean. A special fund must be established to support the treatment plant in perpetuity. (Runoff would also be more easily controlled in an underground setting.)

O24-69

8.5 Mitigation Measures Related to Pedestrian and Bicycle Facilities

By locating the road underground, pedestrian impacts would be eliminated.

O24-70

The TCA or implementing agency/agencies need to provide for hiking crossings from one side of the FEC-W and FEC-M alignment(s) to the other, as both alignments impact the main trailheads on the San Clemente side of *The Conservancy*, the only access to the trails from public roads. These crossings should be wide and vegetated for wildlife. (See wildlife bridge crossings used in Banff National Park.) Trails will also need to be realigned.

O24-71

8.6 Mitigation Measures Related to Noise

By locating the road underground, noise impacts would be mitigated.

O24-72

8.61 Construction Noise Impacts

There should be no nighttime work on *The Conservancy* to limit impacts while nocturnal animals are active. These animals are an important part of this Historical Museum and as such, must be protected.

O24-73

Construction should be planned in the summer after breeding season and after the school programs are complete.

O24-74

8.62 Long-term Noise Impacts

The alignments through *The Conservancy* (and south through San Onofre State Park) should be placed in underground tunnels, as was done in Boston with four- to five-lane roads. In this way, many impacts could be mitigated.

O24-75

If the alignments cannot be placed in underground tunnels, perhaps the alignments can be covered with an arched structure, resembling an airline hanger. This would decrease the noise even from the ridgelines. Sound barriers (at least sixteen feet high) should be constructed on each side of the road where it passes through *The Conservancy*. The walls should be designed (colored and patterned) to blend into the scenery.

8.7 Mitigation Measures Related to Air Quality

If the alignments through *The Conservancy* are placed underground, air pollutants will be contained. A hanger-like enclosure surrounding the road would also help protect the air quality in *The Conservancy*.

O24-76

Measure AQ-1. Within *The Conservancy*, seeding must be with natives. Soil binders must be approved by *Conservancy* staff. Research needs to be conducted to be sure that soakings do not allow the intrusion of invasive non-native ant species.

O24-77

Measure AQ-2. Please specify who will be in charge of air quality monitoring, what will be monitored, and how often it will be monitored.

O24-78

8.7.2 Mitigation Measures for Long Term Air Quality Impacts

Measure AQ-7 Chemical stabilization should not be used without consultation with a biologist about its safety for wildlife.

O24-79

8.9 Mitigation Related to Water Quality

WQ-2 Construction Site BMPs

The *Conservancy* would like a detailed outline of the BMPs to be used during construction of FEC-W and FEC-M alignments. If these BMPs do not seem as though they will offer maximum protection, *The Conservancy* maintains the right to request enhancement of protective measures. The *Conservancy* security personnel should be familiar with these practices.

O24-80

O24-81

WQ-3 Storm Water Pollution Prevention Plan (SWPPP)

The best available technology which is “economically achievable” needs to be defined, as does the BAT. If there is a BAT pollutant control technology (as compared to a BCT), it should be used. *The Conservancy* would like a detailed outline of the applicable BAT and SWPPP.

O24-82

WQ-4 Spill Contingency

The Conservancy would like a detailed outline of the Emergency plans and contact information for implementing agencies, as well as the agency that will be financially responsible for the clean up of any pollutants entering the reserve and restoration to prior condition. Special funds should be set aside and insurance should be purchased annually to cover this expense in case exceptional circumstances affect the responsible agencies’ ability to cover the costs.

O24-83

Measure WQ-5 Operations, Maintenance and Monitoring

The Conservancy must be included in the development of the Operations, Maintenance and Monitoring Plan. *Conservancy* security personnel should also be involved in this consultation. *The Conservancy* would like a detailed outline of the BMPs for review and approval.

O24-84

Measure WQ-6 Monitoring of BMPs

The Conservancy would like reports of any problems with maintenance or compliance, and copies of the annual reports to the Regional Water Quality Control Boards.

O24-85

8.10 Mitigation Related to Wetlands and Waters of the United States

Measure WW 1.

The Conservancy representative should be included in meetings with the Project Biologist about all issues involving activities in *The Conservancy*.

O24-86

Measure WW 2.

The Conservancy should be involved in reviewing the design with the Project Biologist in reference to avoidance and minimization of impact to sensitive biological resources in *The Conservancy*. Please clarify “determine the implementation of those recommendations.” Should this state, “determine how to best implement those recommendations”?

O24-87

Measure WW 3.

The Conservancy should be a participant in the preparation of the BRMP. Please clarify what is meant by minimization. The Draft BRMP should be submitted to *The Conservancy* for review and approval.

O24-88

Under category d., for areas that will be restored, the quality of the impacted habitat should be characterized. Adjacent habitat can be vastly different in quality. Adjacent habitat should be raised to the quality of the impacted habitat, if the quality of the

O24-89

adjacent habitat is less. *The Conservancy* must be involved in the Site Preparation Plan (SPP) for its restoration sites. Performance standards, remedial measures, length of monitoring, methods and requirements for maintaining and monitoring restoration should be decided with the approval of *The Conservancy* well in advance of construction. | O24-89

Measures WW 4 and 5. *The Conservancy* needs to have an independent individual charged with security working with the Project Biologist | O24-90

Measures WW 7, 8 and 9. *The Conservancy* needs to have its own security oversight for all of these measures. | O24-91

Measure WW 11. As soon as they are available, *The Conservancy* would like to receive a copy of the jurisdictional delineation, and the functional assessment of the wetland mitigation plan. *The Conservancy* would like to be involved in developing habitat replacement guidelines long before construction begins. | O24-92

8.11 Mitigation Related to Wildlife, Fisheries and Vegetation

Measure WV 1. *The Conservancy* would like to request a resume of the designated Project Biologist and arrange a meeting to discuss the ways *The Conservancy* will be involved with planning. | O24-93

Measure WV 2. *The Conservancy* would like to be involved during the final design of the project. Please specify the meaning of “shall determine the implementation of those recommendations.” (Does this mean shall determine whether to follow the recommendations – or how to follow the recommendations?) | O24-94

Measure WV 3. *The Conservancy* would like to be involved in the preparation of the BRMP and would like to receive the draft BRMP for review and approval. | O24-95

Measures WV 4,5,6,7,8,9 & 10. *The Conservancy* would like to be involved in these measures and request an independent security person be hired to oversee biological and construction operations on *The Conservancy*. | O24-96

Measure WV 11, 12 & 13. Any mitigation for *Conservancy* land will need to be approved by the Board of Directors. Mitigation needs to provide land that is equivalent in quality and quantity. It must provide an undisturbed wilderness experience (mostly protected view sheds) for the community and good examples of all major plant communities: oak and sycamore woodlands, coastal sage scrub, native valley grasslands, and coastal chaparral. It needs to provide both ridgelines and canyons and vistas of undeveloped open space. We would accept as compensation (once it is available) an easement over the portion *Rancho Mission Viejo* within the view shed of *The Conservancy* ridgelines (protecting our northeastern, eastern and what is remaining of the southern views). | O24-97

As far as mitigation through creating new plant communities, we have found that five years of monitoring is insufficient. Some of our *Conservancy* sites of revegetation are | O24-98

showing signs of severe erosion after the five-year time limit. We are interested in replacement as explained above.

O24-98

Measure WV 15. The Conservancy needs to be involved in planning fencing, underpasses, and bridges. We prefer an underground road, but if the road is flanked on both sides by sixteen-foot sound barrier walls, this will also solve the problem of fencing to keep animals off of the road. With these sound barriers, underpasses might not be possible. In this case, wide wildlife bridges that are covered with vegetation will be an acceptable mitigation. These bridges have been used successfully in Banff, Canada. They would also allow hikers passage over the road.

O24-99

O24-100

Measure WV 16. The height of the wildlife bridges would need to be at least 18 feet tall in order to get wildlife over the sound barrier. The bridges should be wide enough for people and wildlife to pass safely across—and strong enough to support the vegetation. Underpasses would need to be strong enough to support the sound barriers.

O24-101

Measure WV 17. Chain-link fencing 2.1 m in height is not sufficient to protect either deer or mountain lions. In Florida, they designed their fences of chain-link 3.4 m in height with three strands of outriggered barbed wire. These fences successfully kept large mammals off of the road and directed animals to the underpasses and deterred crossings in areas with no underpasses. This fencing runs along a 65 km stretch of interstate that runs through panther habitat. (Wildlife Crossing Designs and Use By Florida Panthers and Other Wildlife in Southwest Florida, by Darrell Land and Mark Lotz, Florida Game and Fresh Water Fish Commission, 566 Commercial Blvd., Naples, Florida, 33942. Article is attached.)

O24-102

A sixteen-foot sound barrier wall would probably be tall enough to deter large mammals. If not, three strands of outriggered barbed wire could be added to the top. The sound barrier would be easier to maintain than the chain-link.

O24-103

If chain-link fencing is used, a special fence must also be installed for herps (lizards, snakes, turtles, frogs, toads) and other small vertebrates. Successful fences have been made of 60-cm wide, 1.3-cm mesh, galvanized steel hardware cloth that is buried to 15 cm beneath the ground level and extends 45 cm above the ground. Culverts beneath the roadway were designed for tortoises of .9-m to 1.5 m diameter corrugated steel pipe, 1.4-m diameter concrete pipe, or 3-m to 3.6-m reinforced concrete boxes. The culverts are 33- to 66-m long. (Highway Mortality in Desert Tortoises and Small Vertebrates: Success of Barrier Fences and Culverts, by William I. Boarman, Riverside Field Station, National Biological Services, 6221 Box Springs Boulevard, Riverside, CA 92507. See attached article.)

O24-104

It is good that a fence monitoring program is built into the mitigation plans because the fencing for small vertebrates designed as specified above, had holes within 3 years and these holes lead to wildlife road mortality.

O24-105

Measure WV 20. There should be no night lighting within *The Conservancy*. Lighting will disrupt nocturnal species. Underground, lighting would be no problem. If sound walls are constructed, it is possible that low-intensity lighting could be provided inside the sound walls ten feet from the base and below the top of the wall. Shielding would further help prevent light from spreading. This would probably still attract insects and might result in bat mortality. | O24-106

Night lighting will also make the area less suitable for astronomy nights. | O24-107

Measure WV 21. In places where there are sensitive fish species or endangered aquatic life (such as the arroyo toad/tadpoles), bridges should be built to avoid structures that might cause an avoidance reaction. | O24-108

Measure WV 24. Intermediate mariposa lily seed from *The Conservancy* should be used to maintain a population inside *The Conservancy*. If no good location with living plants remains, populations must be established in new locations. The populations should be monitored until the 2:1 ratio has been maintained for at least five years. | O24-109

Measure WV 26. New many-stemmed dudleya populations should be monitored for at least five years in *The Conservancy* (or in protected mitigation lands contiguous to *The Conservancy*). One hundred percent replacement of the impacted population should be a measure of success for *The Conservancy* populations. | O24-110

Measures 27 to 36. The Conservancy personnel want to be involved with the planning and implementation of these measures. | O24-111

Measure WV 37. Bats may not be evicted from the roost between May and August, as this is when they are caring for young. Conservancy bat population numbers have been dropping, probably due to drought. Maternal roosts may not be disturbed. | O24-112

Measure WV 38. If our seep is disturbed by grading or other activities, arrangements must be made to provide water for *Conservancy* wildlife in perpetuity. This source of water should look natural and provide enough water to duplicate the continuous flow and supply of the natural seep. An agency must take responsibility for maintaining this water resource. | O24-113

Measures WV 38 & 39. Any mitigation for *Conservancy* land will need to be approved by the Board of Directors. Mitigation needs to provide land that is equivalent in quality and quantity. It must provide an undisturbed wilderness experience (mostly protected view sheds) for the community and good examples of all major plant communities: oak and sycamore woodlands, coastal sage scrub, native valley grasslands, and coastal chaparral. It needs to provide both ridgelines and canyons and vistas of undeveloped open space. We would accept as compensation (once it is available) an easement over the portion *Rancho Mission Viejo* within the view shed of *The Conservancy* ridgelines (protecting our northeastern, eastern and what is remaining of the southern views). | O24-114

Additional Mitigation Measures:

If the toll road is built above ground, there should be no vegetation between the two 16-foot sound wall barriers. Excluding vegetation will help protect raptors from chasing prey into the road.

O24-115

One-way wildlife passages must be included in the sound barrier to allow a way out for larger wildlife, that might occasionally get stuck on the road between the walls.

O24-116

8.12 Mitigation Related to Threatened and Endangered Species

O24-117

Measures TE 1,2,3,4. The Conservancy personnel would like to be involved with these measures.

Measure TE 5. The arroyo toad travels 1.3 km from its breeding grounds, so fencing should extend at least 1.3 km in each direction (2.6 km). This should not be a problem, as small vertebrate fencing should be installed to protect all small vertebrates from vehicles on the road.

If chain-link fencing is used, a special fence must also be installed for herps (lizards, snakes, turtles, frogs, toads) and other small vertebrates. Successful fences have been made of 60-cm wide, 1.3-cm mesh, galvanized steel hardware cloth that is buried to 15 cm beneath the ground level and extends 45 cm above the ground. Culverts beneath the roadway were designed for tortoises of .9-m to 1.5 m diameter corrugated steel pipe, 1.4-m diameter concrete pipe, or 3-m to 3.6-m reinforced concrete boxes. The culverts are 33- to 66-m long. (Highway Mortality in Desert Tortoises and Small Vertebrates: Success of Barrier Fences and Culverts, by William I. Boarman, Riverside Field Station, National Biological Services, 6221 Box Springs Boulevard, Riverside, CA 92507. See attached article.)

O24-118

It is good that a fence monitoring program is built into the mitigation plans because the fencing for small vertebrates designed as specified above, had holes within 3 years and these holes lead to wildlife road mortality.

O24-119

Chain-link fencing 2.1 m in height is not sufficient to protect either deer or mountain lions. In Florida, they designed their fences of chain-link 3.4 m in height with three strands of outriggered barbed wire. These fences successfully kept large mammals off of the road and directed animals to the underpasses and deterred crossings in areas with no underpasses. This fencing runs along a 65 km stretch of interstate that runs through panther habitat. (Wildlife Crossing Designs and Use By Florida Panthers and Other Wildlife in Southwest Florida, by Darrell Land and Mark Lotz, Florida Game and Fresh Water Fish Commission, 566 Commercial Blvd., Naples, Florida, 33942. Article is attached.)

O24-120

A sixteen-foot sound barrier wall would probably be tall enough to deter large mammals. If not, three strands of outriggered barbed wire could be added to the top. The sound barrier would be easier to maintain than the chain-link.

O24-121

Measure TE 16. These artificial pools and gravel bars must be constructed under the guidance of a biologist, who will check for bullfrog activity in the area. O24-122

Measure TE 23. Small vertebrate fencing must be installed to keep the Pacific pocket mice off the road and funnel them into the undercrossing. O24-123

Measure TE 26, 27, 28. Any mitigation for *Conservancy* land will need to be approved by the Board of Directors. Mitigation needs to provide land that is equivalent in quality and quantity. It must provide an undisturbed wilderness experience (mostly protected view sheds) for the community and good examples of all major plant communities: oak and sycamore woodlands, coastal sage scrub, native valley grasslands, and coastal chaparral. It needs to provide both ridgelines and canyons and vistas of undeveloped open space. We would accept as compensation (once it is available) an easement over the portion *Rancho Mission Viejo* within the view shed of *The Conservancy* ridgelines (protecting our northeastern, eastern and what is remaining of the southern views). O24-124

Measure TE 29. If our seep is disturbed by grading or other activities, arrangements must be made to provide water for *Conservancy* wildlife in perpetuity. This source of water should look natural and provide enough water to duplicate the continuous flow and supply of the natural seep. An agency must take responsibility for maintaining this water resource. O24-125

8.15 Mitigation Related to Coastal Zone

Sedimentation caused by the massive grading required through The Donna O'Neill Land Conservancy will affect the estuary and beach near Trestles. How will this be mitigated if BMPs do not control sediment flows. Who will pay the costs of damage to the area? If the surf changes because of changes in the hydrology of the watershed, who will restore the beach. If vehicular pollutants are found in the watershed even after BMPs are in place, who will clean up the pollutants and take financial responsibility for this work? Fiscally responsible agencies should be listed in the Draft EIS/SEIR and money for clean up should not be provided by taxpayers. O24-126

8.16 Mitigation Related to Historic and Archaeological Resources

The Conservancy should be preserved as an historical resource. That was the intention of the conservation easement arranged by the County, the City of San Clemente, Rancho Mission Viejo, Arvida, and the conservation community. To preserve this resource, the road should be built underground, where it will have less impact on the historical resources. O24-127

All artifacts and data discovered during construction activity shall be the property of *The Conservancy* for use in education programs and for display in the nature center. O24-128

Measure HR-1. *The Conservancy* itself is an Historical Place. It is one of the few places in the county where the community can experience the world as it was before the time of the Spanish settlers. The area should be documented in drawings and photographs as it is before the road destroys it. O24-129

Measure HR-2. This permanent display could become a part of our nature center. This way, the community could see what the land looked like at the time the Acjachemen people lived there. Archaeological finds could be displayed in this context. We could also display the historical wildlife. O24-130

Measure HR-5. *The Conservancy* needs to be informed about the content of the Guidelines for the Treatment of Cultural Landscapes and the expectations for rehabilitation work. O24-131

8.17 Mitigation Related to Hazardous Materials and Hazardous Waste Sites

The Draft EIS/SEIR fails to discuss how security will be improved to protect the public from any terrorist activity at the TRW site or along the Kinder Morgan pipeline. A major highway will open up this area to thousands of people every day. Both TRW and Kinder Morgan are involved with extremely hazardous materials. O24-132

Measure HM-1 Who will do the groundwater testing? What will happen if it is contaminated? How will the wastewater generated during construction be treated for disposal if it is contaminated? O24-133

Measure HM-15 What does it mean that the groundwater well shall be sampled and abandoned? Does this assume that the groundwater well will be contaminated? If so, how far underground does this contamination extend? *The Conservancy* is beside the TRW Test Site and would like to be informed in the case of groundwater contamination. O24-134

Measure HM-16. The Conservancy would like to be informed as to the time of and procedure for soil testing. The Conservancy needs to be informed in the case of contaminated soil and remediation. O24-135

8.18 Mitigation Related to Visual Resources

The best solution for mitigation related to visual resources is an underground road. This solution would allow the preservation of important open space and the location of transportation where it is most needed, instead of least opposed. O24-136

Measure AS-1. Adjacent landforms affected by the build Alternatives in *The Conservancy* should be modified first with consideration to the preservation of wildlife. The visual resource will already have been so severely compromised, it should be considered only secondarily. *The Conservancy* and biologists need to be included in this planning process and must participate in development of the Design Guidelines. O24-137

Measure AS-2. *The Conservancy* needs to participate in the development of the Landscape Design Guidelines and have final approval for these guidelines. | O24-138

Measure AS-3. If toll collection plazas are located near *The Conservancy*, they may not be lit at night. The corridor through *The Conservancy* may not be lit at night unless tall barriers, such as sound walls, confine the lighting so it does not interfere with nocturnal wildlife. | O24-139

Measure AS-4. The Conservancy requests a change in the wording to “On *The Conservancy*, there shall be no illumination of any surface outside the right-of-way.” | O24-140

8.20 Mitigation Related to Earth Resources

The Conservancy requests that the final design for the FEC-W or FEC-M be reviewed by an independent engineer who is selected by *The Conservancy* and design issues be addressed and remedied. | O24-141

Measure G-3. The Conservancy must approve any vegetation to be planted within its boundaries or in adjacent areas. | O24-142

Measure G-4. The security personnel hired to protect the reserve during construction must be included in this process. | O24-143

Measure G-5. Before construction begins all legal contracts must be signed by all involved parties in order to provide and maintain, for *The Conservancy's* wildlife, in perpetuity, free water supplies (to replace in kind any destroyed natural seeps). An attorney of *The Conservancy's* choosing must be hired to oversee the preparation and completion of this contract. | O24-144

8.23 Mitigation Related to Paleontological Resources

All paleontological resources found on *The Conservancy* will be considered the property of *The Conservancy* to be used for public education and scientific study. Arrangements with the County paleontologists for storage of these resources must be made before construction begins. | O24-145

Measure P-1: Pre-Construction Salvage. All boundaries within the project area shall be marked and *The Conservancy* security personnel must oversee brush removal and salvage operations. | O24-146

Measure P-2: Monitoring Procedures. Conservancy personnel shall be present at the pregrading conference to hear the established procedures to the construction contractors. | O24-147

Measure P-3: Construction Monitoring. | O24-148

- b. Designated stockpile areas must be planned in advance and may not impact *Conservancy* wildlife, including plant communities. | O24-148
- d. *The Conservancy* should receive copies of the monthly progress reports. |
- e. *The Conservancy* shall have the first right-of-refusal of the collection and the right to store the collection in the County facility. |

The Conservancy should receive a copy of the final mitigation report. | O24-149

8.24 Mitigation Related to Public Services and Utilities

Measure PS-1. If electrical infrastructure must be moved and it can be located along the right-of-way, the portion of the infrastructure that is moved should be located underground. | O24-150

Measure PS-2. Signs are not adequate mitigation to protect *The Conservancy* and its wildlife. The road should be contained underground or within sound barrier walls that prevent people from accessing *The Conservancy* or intentionally throwing incendiary devices into the brush. Arsonists are already a problem on the Ranch and access is much more limited than it will be with a large highway | O24-151

During construction, the contractor and TCA will be liable for repair of any environmental damage caused by fire related to construction. After construction, the TCA will be permanently liable for any environmental damage caused by fire related to access through use of the toll road. When the ownership reverts to the public, the overseeing public agency will assume this financial responsibility. | O24-152

Measure PS-7: Fire Protection. Fuel modification techniques cannot extend into The Conservancy, outside of the boundaries of the grading. Conservancy security personnel must be involved in discussion fuel modification for fire protection. | O24-153

8.25 Mitigation Related to Public Services and Utilities | O24-154
See Section 8.5 for comments.

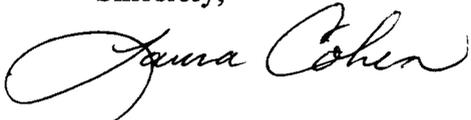
MISCELLANEOUS

Notification – The Draft EIS/SEIR was so large that it was difficult to review in the time given. With a project that is so complex, more time should be allowed for comment. | O24-155

This concludes our comments to date on the SOCTIIP Draft EIS/SEIR. Please call if you have questions or need further information. We look forward to your response to our

letter, and to participating in future review of this project. We hope that by working together, we can make this an opportunity to create a truly innovative and modern transportation project that everyone can support, utilize, and enjoy. We hope you will consider creating an underground transportation corridor.

Sincerely,

A handwritten signature in cursive script that reads "Laura Cohen". The signature is written in black ink and is positioned to the left of the typed name.

Laura Cohen
Executive Director
The Donna O'Neill Land Conservancy
949-489-9778 tdolc@theconservancy.org
www.theconservancy.org

WILDLIFE CROSSING DESIGNS AND USE BY FLORIDA PANTHERS AND OTHER WILDLIFE IN SOUTHWEST FLORIDA

Darrell Land, Florida Game and Fresh Water Fish Commission, 566 Commercial Blvd. Naples, Florida, 33942

Mark Lotz, Florida Game and Fresh Water Fish Commission, 566 Commercial Blvd. Naples, Florida, 33942

INTRODUCTION

Highway mortality is one of the most visible sources of mortality for many wildlife species. Wildlife populations often can absorb this unnatural mortality without suffering declines, but for endangered large mammals like the Florida panther, additional sources of mortality could imperil their existence. A contiguous system of wild lands is necessary to accommodate the spatial needs of the panther population. Adult male and female panthers maintain home ranges of >500 km² and >190 km², respectively, with limited overlap among males (Maehr et al. 1991a). These home ranges often include many miles of improved roads that are regularly traversed. Road-kill mortality can be expected among panthers as a result of the interspersed roads within panther habitat (Maehr et al 1991b)(Fig. 1).

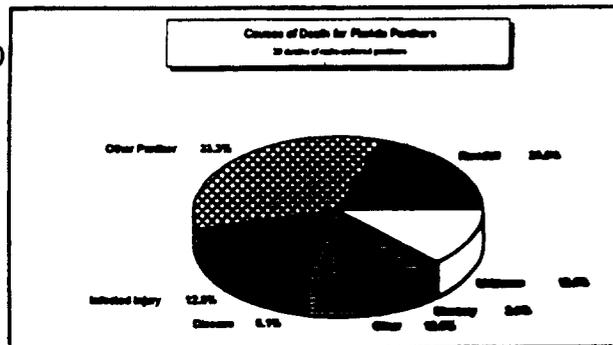


Figure 1

Efforts to reduce this unnatural source of mortality have included the creation of nighttime speed reduction zones, installation of special roadside headlight reflectors, and adding "rumble" strips to the highway surface. A more ambitious project was completed when State Road 84 was converted to Interstate 75.

Locations of previous road-kills and knowledge of where radio-instrumented panthers crossed this busy highway were used to incorporate 24 wildlife underpasses into the highway conversion design. These strategically-placed structures offer safe passage to wildlife that is beneath the flow of traffic. Use of these underpasses was encouraged by erecting a 3.4 m chain-link fence topped with 3 strands of outrigged barbed wire along the 65 km stretch of interstate that runs through panther habitat. A second wildlife crossing design was developed for State Road (SR) 29, a 2-lane highway running through panther habitat, and was installed at 2 critical areas.

Our objectives were to evaluate the effectiveness of the new underpass design installed on State Road 29 and to compare use to the I-75 wildlife crossings. Wildlife use of this new underpass design needs to be documented in order that design changes can be made, if necessary, before it is applied in other areas prone to wildlife/vehicle collisions.

STUDY AREA

The study area was in central Collier County, Florida, along a 6.4 km segment of the SR 29 corridor north of I-75 as well as a 15 km stretch along I-75 extending west from SR 29. These roads cross through Fakahatachee Strand State Preserve (FSSP), the Florida Panther National Wildlife Refuge (FPNWR), and the Big Cypress National Preserve (BCNP). There are 9 crossings on I-75 west of SR 29, two of which were monitored as a comparison to the new wildlife crossing design employed on SR 29.

Wildlife crossing #8 was located 5.3 km west of SR 29 on I-75. The crossing was situated on an old north-south railroad tram through FSSP and the FPNWR. Crossing #2 was 12.3 km west of SR 29. An old road once led to an oil pad from this location. Both crossings were monitored by Foster and Humphrey (1995) in an earlier study. These areas encompass habitats ranging from seasonally flooded mixed swamp lands to dry pine lands.

An I-75 wildlife crossing is 21.2-25.8 m wide by 48.5 m long including the open median separating the 2 bridges that elevated traffic 3-4 m above the ground (Foster and Humphrey 1995). Chain link fencing 3.4 m in height with a 1 m overhang of barbed wire enclosed the highway to help direct animals to the underpasses and deter crossings in areas with no underpasses.

The 6.4 km section of roadway on SR 29 where crossings were built separated FPNWR to the west from the Bear Island Unit of BCNP to the east. The SR 29 wildlife crossings were located 1.4 km and 4.5 km north of I-75.

The crossings on SR 29 consisted of a pre-formed box culvert 2.4 m high, 7.3 m wide, and 14.6 m long. These culverts rested at ground level and the roadway gradually rose over the structures. The crossings also included a concrete span that formed a bridge across the adjacent canal. The surface of the span contained a layer of soil to support growth of natural vegetation. The SR 29 corridor with the installed crossings was fenced similarly to I-75.

METHODS

Placement of wildlife crossings was determined by examining radio-telemetry data, locations of road-kills, and habitat characteristics. Radio-instrumented Florida panthers and black bears have been monitored in the study area for 15 and 5 years, respectively. We have collected over 28,000 panther and bear locations during the past decade. These data are being analyzed with Geographic Information System software to characterize patterns of large carnivore use of the study area. This long-term monitoring yielded many observations of how these large mammals use this portion of their habitat and where they tended to cross SR 29. Important crossing areas were delineated by coupling this extensive telemetry database with locations of road kills. Exact placement of the underpasses was determined by identifying important habitat features such as forested cover or the presence of bridges across the roadside canal.

Radio-instrumented panthers and bears were located three times a week from a Cessna 172. Universal Transverse Mercator coordinates, habitat type, and activity were recorded for each animal located. Most flights were conducted between 0630 and 1030 on Monday, Wednesday and Friday. The crossing areas were searched for tracks and other sign when these animals were known to have crossed the SR 29 study area.

Monitoring of the SR 29 wildlife crossings began on 30 March and the two on I-75 began on 12 and 14 April 1995 by using TrailMaster (Goodson and Associates, Lenexa, KS) game monitors. Each monitoring unit consisted of an infrared beam transmitter and receiving unit coupled with a digital counter and automatic flash camera. When the infra-red beam was broken, a picture was taken and the date, time of day, event and frame number was recorded. The cameras were equipped with a feature which printed the date and time directly on the film. TrailMaster units and cameras were mounted on a 61 cm tall 2X4 screwed into a 40 cm square plywood base. The transmitter was attached to one stand and the other held the receiver and camera. One camera was sufficient to cover the entire span of the crossings on SR 29 but the wider crossings on I-75 (> 30 m), required two cameras. The TrailMasters were positioned so that the infra-red beam was at a height of approximately 40 cm above the ground and the camera was mounted about 61 cm from the ground.

Tracking surfaces were created at three of the underpasses to determine use, avoidance or indifference to the structures. The fourth was not conducive to making a tracking surface due to the presence of water in the crossing. The tracking surfaces were placed on either side of the crossings and checked each time the wildlife crossings were visited. Tracks found on both sides of the crossing and traveling in the same direction indicated use. Tracks that approached but did not enter the structure suggested avoidance. Tracks crossing the tracking surface but not approaching or entering the underpasses were classified as indifferent.

WILDLIFE USE OF CROSSING STRUCTURES

Both wildlife crossing designs have been used by all medium-sized to large animals that occur in southwest Florida (Fig. 2). White-tailed deer, raccoons, and bobcats were the most common species detected. Black bears were the most infrequent users of the crossings. White-tailed deer were the most frequent users of the I-75 crossing design probably because the openness encouraged growth of preferred forage. Conversely, raccoons were the most frequent users of the SR 29 design. The crossing structure created a cool, shaded, wet, habitat that may have attracted amphibians and other raccoon prey.

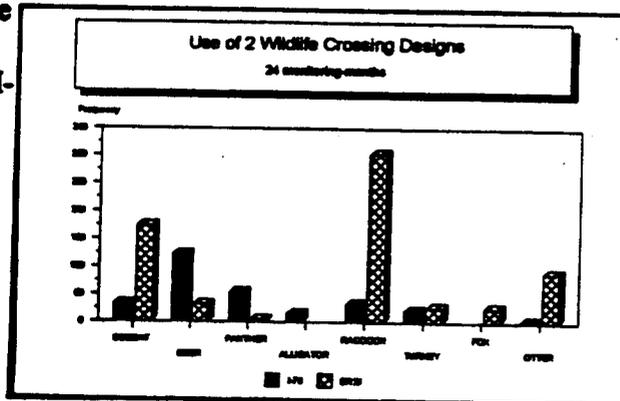


Figure 2

The pattern of wildlife use of the I-75 crossings has not changed much between the Foster and Humphrey (1995) study and our study (Fig. 3). Panther use of the crossings, however, was substantially greater than reported by Foster and Humphrey (1995). This increased use of the I-75 crossings could reflect acceptance by older, established panthers and a "learning curve" by recent additions to the panther population.

Some panthers may have been reluctant to cross these highways without having natural substrates and cover available that now exist in the wildlife crossings. All panthers, whether their home range is bisected by roads or not, habitually use the same travel routes to access all parts of their home range, including preferred spots to cross highways. As established panthers learn these new, safe crossing locations and young cats enter the population, an increase in use of the wildlife crossings is not surprising.

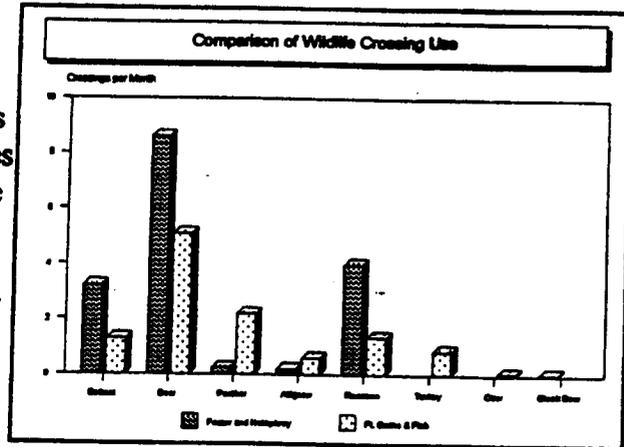


Figure 3

Three female panthers have been killed by vehicles on SR 84 prior to conversion to I-75 with wildlife crossings. The last death occurred in November 1986, and since that time, only 1 crossing by a female panther had been documented along this SR 84 - I-75 corridor. No radio-collared female panther had a home range bisected by the SR 84 corridor (Fig 4). Female panther #57, likely born after the wildlife crossings were completed, was captured in January 1995 and has a home range bisected by I-75. This cat has been documented using the crossings to travel between FSSP and FPNWR.

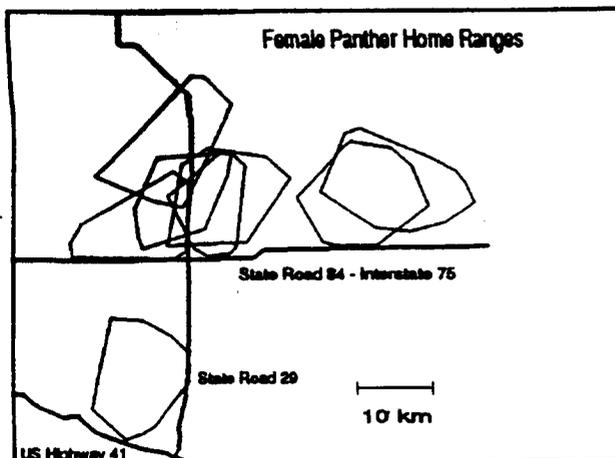


Figure 4

Panther use of the SR 29 crossings occurred prior to intensive monitoring during the early stages of construction. Female panther #32, whose normal range lies almost entirely within FPNWR, was found in Bear Island east of the southern crossing (29S) on 17 June 1994. This location was the first documented crossing of SR 29 by #32. Panther tracks showed that #32 crossed the highway 100 m N of the partially completed crossing and then travelled south along the canal until encountering the concrete and earth span across the canal. #32 walked across the span to access Bear Island. After spending a week in the Preserve, #32 returned to FPNWR via the same crossing, this time using the span and the box culvert. Male #12 was documented using the southernmost crossing on 27 July 1994. Telemetry data coupled with tracks showed the male had crossed from Bear Island to FPNWR, using both the span and culvert. This male consistently used both sides of SR 29, but in November 1994 was killed by another male panther. A female Texas cougar (*Felis concolor stanleyana*) released for genetic restoration purposes (Seal 1994) also used the south crossing on 6 May 1995.

The wildlife crossings on SR 29 were effective in permitting the safe passage of many species of wildlife across the roadway. Two individual bobcats consistently used 29S and it is likely that as more animals learn the locations of these crossings they will use them at greater frequencies.

Placing wildlife crossings at traditional places where panthers tend to cross, irrespective of design, may lead to quicker acceptance and use of the structures. This seemed to be the case with panther #12, as he used the SR 29 structure while it was still under construction. Two additional crossings have been recommended further north on SR 29. Panthers #11, #19, and #51 traditionally cross where these crossings are proposed. Panther #51 has the best opportunity to find the existing SR 29 crossings since he is shifting his home range into the area vacated by the death of #12.

No panthers have been killed by collisions with vehicles in the area protected by the wildlife crossings and fencing. Eleven panthers have been killed by vehicle since 1990, 6 of which

have died on rural county roads. Four roadkills occurred on SR 29, 1 before the crossings were installed, 1 in the area where a crossing has been proposed, and the remaining 2 in Sunnland. The last panther roadkill occurred on US 41 in Big Cypress National Preserve.

SUMMARY

Both designs of wildlife crossings have been used by Florida panthers and a host of other animal species. The I-75 wildlife crossings with their openness and creation of early successional habitat may have encouraged use by white-tailed deer. The more shaded, cooler, and damper SR 29 structures may have created ideal habitat for raccoon prey items accounting for the heavy use by these mammals. Because both designs were used by a variety of wildlife species, including Florida panthers, we feel that the design is of less importance than their location. It appears that either wildlife crossing design will be successful when placed at sites where animals habitually cross.

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**Highway Mortality in Desert Tortoises and Small Vertebrates:
Success of Barrier Fences and Culverts**

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Highway Mortality in Desert Tortoises and Small Vertebrates: Success of Barrier Fences and Culverts¹

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Highway traffic is an important cause of mortality for many species of animals (Bennett 1991), including the desert tortoise (*Gopherus agassizii*), a species state- and federally-listed as threatened (USFWS 1990). Besides direct mortality and facilitating illegal collections, roads and highways impact tortoise populations through restriction of movement. The restriction of movement may result in fragmenting populations, thereby increasing the probability of local extinctions and the potential for inbreeding and inbreeding depression (Opdam 1988, Frankham 1995). Fragmentation of populations and restriction of gene flow may increase with increases in traffic volume, width of highways, and time (Oxley et al. 1974, Nicholson 1978, Sargeant 1981). Because there are many roads and highways throughout the habitat of the desert tortoise, the potential for road kills to affect tortoise populations is high. Consequently, reducing road kills could help to facilitate recovery of tortoise populations. Barrier fences are a potential mitigation, but they also increase population fragmentation. Culverts beneath the roadway may reduce fragmentation by facilitating movements of tortoises between both sides of the road.

Herein we discuss a scientific research project designed to learn the effectiveness of a highway barrier fence built to aid in the recovery of desert tortoise populations along California State Highway 58 (Hwy 58) in the western Mojave Desert of California. We characterize the extent of road kills for several species of small terrestrial vertebrates; the demographic impact highway mortality has had on surrounding tortoise populations, the effectiveness of the barrier fence at reducing mortality along the highway, and the use of culverts by tortoises and other small vertebrates.

Background.--In 1990, California Department of Transportation (Caltrans) erected tortoise-barrier fencing along a section of State Highway (Hwy) 58, San Bernardino County, that was scheduled for widening from two lanes to a four-lane divided highway (Boarman and Sazaki 1994). Culverts for flood protection were also installed. The Bureau of Land Management, California Energy Commission, Caltrans, U. S. Fish and Wildlife Service, and the California Department of Fish and Game embarked on a cooperative monitoring project to learn the effectiveness of protective fencing and culverts in contributing to recovery of tortoise populations in the area near the fence

(Boarman and Sazaki 1994). In 1992, the Nevada Department of Transportation and Federal Highways Administration, and in 1993, the National Biological Service, joined the partnership.

The Review Board for the project, a team of experts in tortoise ecology and management, developed four study questions that served as the focus for the long-term project (Boarman and Sazaki 1994). (1) Is the fence an effective barrier for reducing road kills? (2) Does the fence facilitate "recovery" of the tortoise population near the highway? (3) Do culverts facilitate movements from one side of the highway to the other? (4) How do individual tortoises behave when they encounter the fence and culverts? In this paper we discuss results from the first five years of field work (1991 - 1995).

Characteristics of Fence and Culverts.--The two highways studied traverse relatively flat terrain consisting primarily of Mojave saltbush-allscale scrub and creosote bush scrub communities (USFWS 1994) at elevations of 684 to 915 m. The 24-km long fence runs east from a point approximately 6 km east of Kramer Junction parallel to Hwy 58, which had an average daily traffic of 8500 vehicles (California Dept. Transportation 1993). It consists of 60-cm wide, 1.3-cm mesh, galvanized steel, hardware cloth that is buried to 15 cm beneath ground level and extends 45 cm above the ground (Boarman and Sazaki in press). The fence is supported by a six-strand wire fence; the top three strands are barbed to inhibit access by humans and livestock, and the three bottom strands are unbarbed to allow easy installation of the hardware cloth and to allow medium-sized mammals to climb over without being injured. The bottom two strands are placed beneath the top of the hardware cloth to provide structural support to the cloth. The wires are attached to the cloth by steel rings. The fence is held up by 2-m t-bars spaced approximately 3-m apart.

Gates, which are required to allow access to private property along the highway edge, were also designed as barriers to tortoises. The same hardware cloth that is used on the fence is separately attached to the lower part of the gate. To prevent tortoises from escaping under the gates, the gates are hung close to the ground and flush to 20 cm X 20 cm wood beams that are buried between gate-posts.

Twenty-four culverts that span the entire width of the highway are in place and all are designed for rainwater runoff. In August 1992, the fence on Hwy 58 was attached in funnel fashion to storm-drain culverts to facilitate movements by tortoises under the highway. The culverts are made of 0.9-m to 1.5-m diameter corrugated steel pipe; 1.4-m diameter reinforced concrete pipe; or 3-m to 3.6-m by 1.8-m to 3-m, reinforced concrete boxes. The culverts are 33 to 66 m long. Three bridges, spanning natural washes, also exist along the highway. A 1.6 km² permanent study plot was established on the south side of Highway 58, approximately 11 km east of Kramer Junction. It consists primarily of rolling hills to the north and relatively flat areas to the south. Perennial vegetation is mainly an association of Mojave saltbush (*Atriplex spinifera*), shadscale (*A. confertifolia*) bur sage (*Ambrosia dumosa*), and creosote bush (*L. tridentata*). Elevation ranges from 742 to 757 m.

Road kills.--Surveys were conducted each July from 1992 to 1994 along the edge of 24 km of highway from the median strip to the outer edge (desert side) of the graded shoulder (Boarman et al. 1993). We recorded the identity (to species, family, order, or class) and locations of all animal carcasses. A total of 1080 carcasses, representing 31 species of reptiles, mammals, and birds, were found. Thirty-six tortoise carcasses were found, representing an average of 1 tortoise killed every 2.4 km per year. This is a low estimate because many carcasses disappear after several days to weeks (pers. obs.), some animals are able to move off the highway after being struck and before dying, and some carcasses or fragments are probably missed by field workers.

Two aspects of tortoise behavior places them under risks of highway mortality. Most of a tortoise's activity occurs within the same general area, defined as their home range. Home range size (minimum convex polygon) for adult Desert tortoises ranges between about 12 and 72 ha (O'Connor et al. 1994), with males generally having larger home ranges than females. If those home ranges are near a highway, the animals are likely to encounter the highway edge, which may have preferred food plants or water, or cross the road surface in search of food, water, minerals, or mating opportunities (Boarman and Sazaki in press). Furthermore, significantly more immature and subadult males than expected by chance dispersed distances of 1 to 26 km or more in a given season. This dispersal places those age classes under greater risks of mortality (Sazaki et al. 1993). In support of this, 36% of the road killed tortoises identifiable to age class were subadults, which was significantly more than expected based on their proportional representation in the study population (20%).

Impact of Mortality on Tortoise Populations.--Highways have a measurable impact on surrounding populations. We conducted transects looking for signs of tortoise activity (scat, burrows, tracks, live tortoises), which is an index of population density, at the edge of the highway, 0.4 km, 0.8 km, and 1.6 km from the highway edge (Boarman et al. 1993). There were significantly more signs of tortoises 0.8 and 1.6 km from the highway than at the edge or 0.4 km away. Thus, there was a zone of reduced tortoise numbers within 0.4 to 0.8 km of the highway. Similar results were obtained by Nicholson (1978), Hoff and Marlow (unpubl.), Karl (1989), and LaRue (1993). The population sink is probably caused by vehicle mortality, but we cannot rule out the effects of illegal collecting, vibration and noise, and habitat degradation, all of which probably decrease with distance from the highway.

Reduction in Road Kills by Fence.--We searched for vertebrate carcasses along 24 km section of fenced highway at the same time we did so along the 24 km of unfenced highway, described above. We found 88% fewer vertebrate carcasses and 93% fewer tortoise carcasses along the fenced section of highway. These differences were highly significant and indicate that the fence was very successful at reducing road mortality. However, in 1995, several tortoises were killed along the fenced section of Hwy. 58, all within 0.5 km of gaps in the fence. As most of the gaps were due to poor maintenance, these observations indicate that proper maintenance of the fence is critical to success of the fence.

Effect of Fence on Tortoise Population.--To determine if the fence aids in the recovery of tortoise populations near the highway, in 1991 and 1995, we surveyed the population on a 1.9 km² study plot (Boarman et al. 1993). These surveys will provide estimates of population density and distribution with respect to the highway. The data have not yet been analyzed, but we do not expect significant results now because we predict a slow population-level response by the long-lived animals. Additional follow-up surveys are planned every four years. So far we have marked 171 tortoises on or near the study plot.

Use of Culverts by Tortoises and Other Vertebrates.--Because the fence is likely to increase the fragmenting effects of the highway, it is hoped that tortoises and other animals will make use of storm-drain culverts placed beneath the highway. To monitor use of the culverts by tortoises, we attached Passive Integrated Transponder (PIT) tags to the carapace of each tortoise found. We developed an automated reading system to record the passages of tortoise through three culvert systems (Boarman et al. in prep.). Reading units were placed at both ends of each culvert to record tortoise identity, time, and date. During the first six months of operation, two tortoises passed through the culverts ten times. By checking for tracks in sand traps placed at the entrance of several culverts, we also noted use by several other small to medium-sized vertebrates (e.g.,

Coyote, *Canis latrans*, kit fox, *Vulpes macrotis*, jackrabbit, *Lepus californicus*, ground squirrels, *Ammospermophilus* sp., kangaroo rats, *Dipodomys* sp., snakes, and lizards).

Conclusions.--Our results indicate that, when new or properly maintained, the barrier fence was effective a greatly reducing highway mortality in several species of vertebrates, including the threatened desert tortoise. However, tortoises can escape from relatively small gaps that may result from improperly installed or maintained fences and gates. Tortoises and other vertebrates also used culverts, but we cannot yet determine if the use will reduce the fragmenting effects of the fence and highway. Their use is expected to increase with time as more animals settle near and discover the culverts.

ACKNOWLEDGMENTS

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AUG 06 2004

**TRANSPORTATION
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Re: Comments on Draft Environmental Impact Statement/Supplemental Environmental Impact Report and Clean Water Act Section 404 Permit Application for the South Orange County Transportation Infrastructure Improvement Project

Dear Ms. Cleary-Milan, Mr. Khaled and Ms. DeSaddi:

We appreciate the opportunity to comment on the Draft Environmental Impact Statement/Supplemental Environmental Impact Report for the South Orange County Transportation Infrastructure Improvement Project.

The California State Parks Foundation is the only statewide organization dedicated to the protection of the California State Park system. The Foundation was founded 35 years ago, and has raised \$116 million to support the park system. It has 50,000 members statewide. The Foundation worked together with the National Resources Defense Council to provide resources for study of the DEIS/R, and therefore all of the exhibits attached to the Shute, Mihaly & Weinberger LLP letter dated August 3, 2004, are hereby incorporated by reference, and will be cited throughout this letter accordingly.

The Foundation has found a number of significant deficiencies in the current draft EIR. Our comments on the current draft fall into four major categories:

- Areas of significant impacts that are unaddressed in the DEIS/R
- The lack of proposed mitigation for many identified impacts
- Cumulative impacts that are unaddressed in the DEIS/R
- Project alternatives inconsistent with State and Federal laws and plans

These deficiencies rise to a level such that the Foundation respectfully requests that a draft Environmental Impact Statement be revised and recirculated.

025-1

AREAS OF UNADDRESSED SIGNIFICANT IMPACT:

1. Impacts to Biological Resources. are not Adequately Analyzed.

Comments on the DEIS/R' treatment of the Project's significant impacts to biological resources are detailed in the attached expert report prepared by Dr. Wayne Spencer of Conservation Biology Institute and Robb Hamilton. Attach. C. As detailed in this report, the Project would have numerous significant biological impacts and the DEIS/R does not consider numerous potentially feasible mitigation measures for these impacts. Accordingly, a revised DEIS/R must be prepared to fully analyze and disclose these impacts and to propose and evaluate feasible mitigation measures for each significant impact. Several key omissions are summarized below.

O25-2

The biological resources impacts analysis section of the DEIS/R underemphasizes the extent of significant impacts associated with the FEC Alternatives. As just one example, in the evaluation of CEQA's Findings of Significance, Table 7.1-11 gives no indication that the A7-FEC-M alignment would impacts *over 2300 times* more oak woodland than the I-5 Alternative. By contrast, Table 7.2-1 provides detailed and useful analysis of the capacity of each alternative to alleviate traffic at specific intersections. By refusing to clearly differentiate between the hugely disparate impacts associated with the FEC and the remaining alternatives, the DEIS/R runs afoul of CEQA's fundamental informational purpose.

O25-3

The DEIS/R also does not provide a biologically meaningful assessment of fragmentation impacts. In varying degree, the FEC Alternatives would cut through what is now contiguous habitat, with the FEC-M Alignments being most severe. Rather than actually analyze fragmentation effects on species of concern, the DEIS/R merely provides the acreage of vegetation communities falling on either side of the proposed Alternative to an arbitrary political boundary. To provide meaningful and understandable information of project impacts, a revised DEIS/R must look at the continued viability of species of concern on either side of a proposed alignment, with or without functional wildlife corridors to facilitate movement.

O25-4

We do not believe that the DEIS/R adequately analyzes biological resources, nor it does is adequately address mitigation measures, as set out in detail in the Spencer and Hamilton expert report. Attach. C. We therefore urge reconsideration of these issues, to be fully addressed in a revised and recirculated DEIS/R, with particular emphasis on the areas detailed below.

O25-5

2. The DEIS/R Fails to Analyze Impacts to Air Quality.

Comments on the DEIS/R' treatment of the Project's significant air quality and impacts are included in the attached expert technical report prepared by Schuyler Fishman. Attach. D. As detailed in this report, the Project would have numerous significant air quality impacts and fails to consider numerous potentially feasible mitigation measures for these impacts. Accordingly, a revised DEIS/R must be prepared to fully analyze and disclose these impacts and to propose and evaluate feasible mitigation measures for each significant impact.

O25-6

3. The DEIS/R Fails to Analyze Impacts to Recreational Use.

Although the SOCTIIP Alternatives would irrevocably destroy several unique and irreplaceable recreational resources and indirectly impact numerous others, the DEIS/R does not adequately address the Project's countless recreational impacts. Even those impacts that are described are presented in a

O25-7

format that preclude a meaningful comparison and evaluation of the impacts from each Alternative. A revised DEIS/R must remedy these deficiencies.

O25-7

A. San Onofre State Beach

The FEC Alternatives propose to run directly through the San Onofre State Beach ("SOSB"). The DEIS/R does not adequately analyze these impacts. The Recreational Resources Technical Report concludes that the fragmentation of SOSB will be "adverse" (Recreational Technical Report at 5-2) due to the acquisition of close to 400 acres required for construction of the FEC alternatives, but the DEIS/R fails to analyze the repercussions of this impact. Merely calling an impact "adverse" without further information as to the ramifications of the impact, falls far short of CEQA's informational purpose. The FEC Alternatives would bifurcate the Cristianitos Subunit of SOSB and destroy the viability of the San Mateo Campground as well as the trail connecting the Campground with Trestles Beach. In addition, the likely removal of old U.S. 101 to allow for the merger of the FEC Alternative into I-5 would eliminate a key connector of the SOSB's various subunits.

O25-8

O25-9

The failure of the DEIS/R to adequately analyze impacts to SOSB is especially alarming in light of two detailed reports prepared by California State Parks questioning the original impacts analysis for alignments through SOSB and proposing specific mitigation to address these impacts. See Exhs. 8 & 9. None of the issues and concerns raised in these reports are addressed in the DEIS/R.

O25-10

B. San Mateo Campground

The DEIS/R fails to identify or discuss impacts to the San Mateo Campground in SOSB. This campground provides 161 drive-in campsites and received over 78,000 visitors in 1997. Exh. 8, appendix D. Despite the popularity of this resource, the DEIS/R' description of the amenities within the San Cristianitos Subunit of SOSB, where the San Mateo Campground is located, is limited to "open space." There is no mention of camping facilities. DEIS/R at 4.25-58. The DEIS/R also fails to include the San Mateo Campground in its Recreation Resources Map (see Figure 4.25-10). The failure to account for this invaluable recreational resource constitutes a failure to adequately describe the environmental setting of the Project in compliance with CEQA because the DEIS/R does not acknowledge the campground's existence in its recreational impacts analysis, it also does not indicate the distance of the campground from the proposed FEC alternatives. DEIS/R at 4.25-63. The FEC alternatives would run along the entire length of the Cristianitos Subunit of SOSB where the San Mateo Campground is situated. This subunit is a narrow strip of land that cannot accommodate both a campground and a major freeway. Serene and bucolic, the San Mateo Campground area is an increasingly rare respite from surrounding urban development. The noise and visual blight associated with a 4- to 8- lane freeway, with or without a sound wall, would eliminate constructive use of the Cristianitos Subunit as a camping site. Indeed, should an FEC Alternative be built, the Department of Parks and Recreation has indicated that it will abandon Subunit #1 of SOSB, where the Campground is located. See Exh.

O25-11

O25-12

8, at 6 (Mitigation Assessment of FTC-South Impacts on San Onofre State Beach, August 1997). Although TCA is presumably aware of the mitigation report prepared by California State Parks, the DEIS/R omits any discussion of the likelihood that the Campground would be abandoned in the event an FEC Alternative is built, thus avoiding a full analysis and discussion of appropriate mitigation measures.

O25-12

A proper impacts assessment must also identify all other regional campsites and their vacancy rates in order to gauge the impact of the loss of San Mateo Campground. The loss of the San Mateo Campground could drastically increase the reservation waiting periods for these areas and further limit future camping opportunities within walking distance of the coast. Moreover, neither the recreational nor the socioeconomic impacts section recognize the Campground's importance as a low-income recreational opportunity. Loss of the Campground could significantly displace campers to other campgrounds and facilities, causing impacts that have not been assessed by the DEIS/R; lower income individuals could have no recourse but to stay in more costly hotel accommodations, or be denied the opportunity to camp altogether. None of these issues have been analyzed or addressed by the DEIS/R.

O25-13

C. Trails

Several trails in SOSB run under and adjacent to I-5 and appear to be directly in the path of the FEC Alternatives. DEIS/R at 4.5-13. However, the DEIS/R fails to overlay the proposed FEC routes with existing and proposed trails in order to provide a clear understanding of the extent to which the Project would impact these trails.² Moreover, the DEIS/R does not even acknowledge that the FEC Alignment as well as the proposed interchange onto I-5 would pass directly over the length of existing trails, which connect the San Mateo Campground to Trestles Beach. See DEIS/R at 4.5-17 (noting impacts only to proposed San Juan Creek Trail Extension and proposed Cristianitos Trail); Recreational Resources Technical Appendix, A-33. Thus, in addition to rendering the San Mateo Campground useless, the FEC Alternatives would eliminate its most treasured amenity – the ability to hike to the beach from the campground. The DEIS/R fails to recognize this significant impact from the loss of this unique recreational opportunity.

O25-14

Trestles Beach, a world-class surfing location, located at SOSB Trestles Subunit 2, is one of the only beaches in Southern California that users must hike into. In 1997, Trestles received close to 300,000 visitors. Exh. 8, Appendix D. To access the beach, visitors park on the north side of I-5 and walk down a paved trail under the I-5 to access Upper Trestles. Lower Trestles is accessed by following the old U.S. 101, which is closed to vehicular traffic and runs directly parallel south (ocean) side of I-5. These trails are the only direct access to Trestles. Old U.S. 101 is used by many local bicyclists, joggers, and pedestrians, but the DEIS/R fails to discuss impacts to this invaluable recreational resource.

O25-15

Despite the critical importance of these trails, the DEIS/R fails to describe the FEC alignment in sufficient detail so as to assess the impacts of the FEC alternatives. Because of the enormous potential for the FEC Alternatives to impact coastal resources, this analysis cannot be deferred

O25-16

² Indeed, the DEIS/R's failure to illustrate how proposed alignments would interrupt existing and proposed trails extends to the entire Project area. To accurately and clearly provide a sense of project impacts to these resources, a revised DEIS/R must visually overlay proposed alignments with all existing and proposed trails. As currently set forth, the DEIS/R's brief and vague verbal description falls far short of CEQA's requirement to provide "[a]n accurate, stable, and finite project description."

O25-14
Cont.

until after the selection of a preferred alignment.³ However, from as much as can be garnered from the a map in the Recreational Resources Technical Report, the FEC Alternatives would appear to pass directly over, old U.S. 101 and the access point to Trestles. See Recreational Resources Technical Report, A-33, Page 5 of 5. A revised DEIS/R must analyze the extent to which old U.S. 101 will be impacted, and its subsequent impacts on access to Trestles.

O25-16

Moreover, even in the unlikely event that Trestles Beach could still be accessed following construction of an FEC Alternative, this would certainly not be the case during construction of the FEC Alternatives. A revised DEIS/R must evaluate the extent and duration that construction would limit access to Trestles.

O25-18

D. Surfing Beach at Trestles

The DEIS/R needs to acknowledge the many recreational resources impacted by the FEC Alternatives, including the world-class surf sites along the coastline where San Mateo Creek meets the ocean. Lower Trestles, at the mouth of San Mateo Creek, is famous among surfers as a "jewel of a wave ... Mother Nature's gift to Orange County's surf-starved waveriders" and the "Yosemite of Surfing," according to the Surfrider Foundation. It has been widely recognized as one of the premier high-performance surfing location on the mainland United States, with waves of perfect shape known to surfers across the globe. In addition to Lower Trestles, the two mile stretch of San Onofre State Park includes a number of other surf spots including, from north to south, Cottons Point, Upper Trestles, and Oldman's. Despite the site's regional, if not world-class importance, and close proximity to the FEC Alternatives, the DEIS/R does not describe this resource, contravening CEQA's most basic requirement to provide "a description of the physical environmental conditions in the vicinity of the project" with an emphasis on "resources rare or unique to the region." CEQA Guidelines §§ 15125(a), (c).

O25-19

Because the DEIS/R does not even identify Trestles as a recreational resource, it correspondingly fails to analyze and mitigate any impacts from the Project. As more fully set forth in the attached expert technical report by Matthew Hagemann, Attach. E, the project's proposed construction of extended sediment basins (EDBs), are specifically designed to allow sediment and particulates to settle out of suspension. The EDBs would remove the natural sediment supply that nourishes the coast, and creates the conditions that foster the world-class surfing conditions at Trestles.

O25-20

As set forth in Mr. Hagemann's report, to properly evaluate the impact to this coastal resource, a revised DEIS/R must first develop a baseline sediment budget, subject to additional public review. Attach. E. Until a sediment budget has been prepared and the impact of sediment removal from the EDBs evaluated, impacts to this irreplaceable surfing resources cannot be quantified.

O25-21

³ Nor does the DEIS/R incorporate by reference any analysis conducted in the 1991 EIR No. 3, to the extent any such analysis remains applicable to the FEC Alternatives. Indeed, in direct contravention of CEQA requirements, the DEIS/R does not even appear to state where EIR No. 3 is available and can be reviewed. Guidelines § 15162(d); DEIS/R, Table of Contents at 28.

O25-17

4. Impact on Management of SOSB by California State Parks

It is the Foundation's position that, given the substantial disruptions to SOSB by the FEC Alternatives, the DEIS/R must evaluate impacts on the viability of continued management of the entire SOSB by California State Parks.. For example, the closure of the San Mateo Campground would result in a

significant loss of revenue for California State Parks. This loss of revenue has direct physical consequences on the ability of California State Parks to maintain and restore SOSB. In addition, the FEC Alternatives may require relocation of the Park District headquarters office and maintenance facilities. See Exh. 9 at 9 (Relocation Preplanning Letter Report for San Onofre State Beach, August 31, 1998). Neither of these impacts, or any others related to project impacts on California State Parks, are evaluated in the DEIS/R.

O25-22

Moreover, the DEIS/R does not take into account the biological, ecological and user interrelationships – and interdependencies - between Donna O'Neill Land Conservancy, SOSB, and Orange County wilderness parks. Management of SOSB would be significantly impacted by the loss and/or altered use of these lands by the FEC alternatives, as described below.

O25-23

A. Donna O'Neill Land Conservancy.

The DEIS/R similarly fails to adequately describe the Donna O'Neill Land Conservancy and its value as a recreational resource, as described in the Ranch Plan EIR. Considering several proposed alternatives would run directly through the Conservancy, it is important that the DEIS/R give this issue adequate attention.. Guidelines § 15125.

The Conservancy, established as mitigation for the unfinished Talega development, has tremendous recreational and biological value. The DEIS/R fails to analyze pedestrian and recreational impacts to the Donna O'Neill Land Conservancy from the FEC alternatives. Although the DEIS/R notes that pedestrian resources in the unincorporated areas of Orange County include "pedestrian trails in Donna O'Neill Land Conservancy" (DEIS/R at 4.5-4), it provides little information regarding the location of these trails or how they would be impacted by the FEC Alternatives. Moreover, the DEIS/R fails to acknowledge that the Donna O'Neill Conservancy offers other recreational activities, such as guided nature walks, picnic facilities, horse back riding, and overnight camping. The potential loss of these recreational opportunities would, in turn, impact SOSB. Users would have to look elsewhere to meet their camping and recreational needs, which would increase the pressure on SOSB. This issue is not analyzed by the DEIS/R, as well as the environmental impacts. Therefore, the DEIS/R omits a required analysis of project impacts to this resource.

O25-24

B. Orange County Wilderness Parks.

The Orange County General Plan defines Wilderness Regional Parks as having the following characteristics:

The park 1) generally appears to have been affected primarily by forces of nature, with the imprint of man's work substantially unnoticeable; 2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; 3) is of sufficient size so as to make practicable its preservation and use in an unimpaired condition; and 4) may also

O25-25

contain ecological, geological, or other features of scientific, educational, scenic or historical value.

Orange County General Plan, Recreation Element, VII-40. The DEIS/R fails to provide this definition and analyze impacts to wilderness parks accordingly. Although the SOCTIIP Alternatives would not pass directly through the General Thomas R. Riley or the Casper Wilderness Parks, their status as wilderness parks and the requirement of "outstanding opportunities for solitude" makes them particularly vulnerable to even minor indirect project air quality, noise, and visual impacts. These indirect impacts which interfere with the constructive use of these parks, are not analyzed in the DEIR/S.

O25-25

C. Noise Impacts to Recreational/Pedestrian and Bicycle Facilities.

The DEIS/R' efforts to dismiss long-term noise impacts to recreational open space areas because "[n]o noise standard applies" is incorrect. DEIS/R, at 4.25-7. Several noise criteria exist which the DEIS/R ignores. Moreover, even if local standards are complied with, noise impacts may still be significant. Because the long-term noise generated by the FEC Alternatives will permanently compromise recreational value of open spaces like the Donna O'Neill Conservancy and the SOSB, the DEIS/R' conclusion that there are no long term noise impacts to these resources is flawed. Both the Conservancy and the SOSB are fairly narrow. The Conservancy is 3/4 of a mile wide, and the SOSB Cristianitos Subunit only several thousand feet. Even excluding the aesthetic and local air quality impacts, noise impacts alone would severely compromise the recreational value of these resources.

O25-26

D. The DEIS/R Fails to Analyze Coastal Zone Impacts.

Should an FEC Alternative be selected, a required Coastal Development Permit ("CDP") application will be based on the analyses and mitigation in the DEIS/R. DEIS/R at 4.15-3. However, the DEIS/R fails to address and mitigate critical coastal impacts. As noted in the DEIS/R, one of the primary purposes of the California Coastal Act is to maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sounds resource conservation principles. DEIS/R at 4.15-2. As discussed above in comments on recreational impacts, the DEIS/R provides no analysis or mitigation related to the significant impacts to public access to Trestles Beach and the use of old U.S. 101 by the public, and impacts to surfing quality at Trestles. A revised DEIS/R must analyze the FEC Alternatives' interference with coastal access.

O25-27

In addition, the San Mateo Campground, which the FEC Alternatives would effectively eliminate, was mitigation for a coastal permit for an expanded parking lot at SONGS. Thus, in addition to mitigating for the loss of public recreational space in the coastal zone, any coastal permit application must also compensate for the loss of the campground.

O25-28

E. The DEIS/R Does Not Adequately Present Recreational/Pedestrian and Bicycle Impacts

The DEIS/R does not adequately distinguish between the various alternatives in terms of recreational impacts. The recreational impacts discussion should clearly set forth and quantify the total direct loss of parkland from a particular alternative and then describe the zone of indirect constructive interference with recreational uses as a result of long-term aesthetic, noise, and localized air-quality impacts. Instead, the DEIS/R appears to conclude that the I-5 Alternative has the greatest degree of recreational impacts because the highest number of individual parks would be affected. However, when total acreage is compared, data not readily set forth in the DEIS/R, the FEC-W-Ultimate Alternative would result in the direct acquisition of 538.6 acres of parkland, as well as extensive unquantified indirect impacts, while the I-5 Alternative would only result in direct acquisition of only 30.8 acres. To properly present the extreme disparities in impacts among the alternatives, a revised DEIS/R must distinguish the close to 20-fold difference in park acreage consumed by the various alternatives.

O25-29

The DEIS/R also fails to distinguish between the severity of pedestrian and bicycle impacts resulting from the I-5 and AIO Alternative and those the toll road alternatives which would create an entirely new road. For example, when analyzing the I-5 Alternative, the DEIS/R list numerous proposed and existing trail alignments the Project would cross. Presumably, most, if not all, of these alignments already cross the existing I-5 and consequently, the impacts to these trails are limited to the incremental impact of further widening. Impacts from road widening are less severe than the impact from an entirely new road through an undeveloped area. The DEIS/R' failure to distinguish between these two scenarios fosters an inaccurate view of the impacts of each Alternative.

O25-30

LACK OF PROPOSED MITIGATION

The DEIS/R' proposed mitigation measures for recreational impacts do not meet CEQA's standards of adequacy. Guidelines § 15126.4(a). For example, the DEIS/R proposes to consult with the owners/operators of recreational resources "to identify and implement opportunities to replace lost recreation facilities within the existing recreational property." DEIS/R at 4.5-21. Potential sites are not identified and evaluated and the DEIR does not commit to actual replacement of facilities.

O25-31

A revised DEIS/R must identify specific replacement facilities for each impacted resource. Where permanent acquisition of recreational resources is contemplated, TCA proposes to "negotiate with the owner/operator whose recreation facilities will be permanently acquired to determine appropriate action and/or compensation to mitigate for the permanent acquisition." DEIS/R at 4.5-21. This mitigation measure is couched in such uncertain language as "appropriate" and "and/or" that it is impossible to evaluate its effectiveness. Moreover, the revised DEIS/R must also identify and acquire alternative sites to develop for trail use. As currently proposed, mitigation for trail loss proposed in the DEIS/R is limited to providing trail crossings which will "include directions to contractors to minimize potential disruptions to existing bicycle, riding and hiking trails during construction, as feasible." DEIS/R at 4.25-30. This vague level of mitigation fails to meet CEQA's standards for specific and enforceable mitigation measures. CEQA Guidelines § 15126.4(a).

O25-32

In addition, the DEIS/R' proposed construction of trail crossings to mitigate trail impacts do not alleviate the compromised recreational quality caused by the construction of a toll road through an area which was previously uninterrupted open space. Moreover, activities in areas such as the Donna O'Neill Conservancy, such as the removal of exotic weeds and bird counts, are not oriented around established

O25-33

O25-34

trails. Thus, in addition to failing to properly identify specific trails that are impacted and the describe the design of proposed crossings, the DEIS/R' proposed mitigation is of an extremely limited value.

O25-34

To properly mitigate the Project's significant impacts, the DEIS/R must identify specific lands adjacent to impacted park resources of substantially equal size to compensate for Project impacts and commit to purchasing this property for park purposes. Mitigation of this nature is not only required under CEQA, but also under the Public Park Preservation Act. In addition, where specific recreational resources are displaced, such as trails or campgrounds, the DEIS/R must commit to replacing these resources.

O25-35

1. Mitigation for Impacts to SOSB.

In its Mitigation Assessment of FTC-South Impacts on San Onofre State Beach (August 1997), California State Parks developed a list of mitigation measures needed to offset the impacts of the FEC Alternatives ("CDPR"). Exh. 8. The Foundation assumes that TCA is aware of this report; however, none of these proposed mitigation measures are discussed or considered in the DEIS/R. A revised DEIS/R must adopt each of the measures described below, which are more fully discussed in the CDPR.

With the exception of the support parking for the trail to Trestles, all of Subunit #1 be abandoned to the lessor. [This shall require amendment and extension of the current lease.] As mitigation for this action FTC-S should provide, to the satisfaction of CDPR:

1. Full reimbursement for lease renegotiation and the difference to any change of the lease rate.
2. Monetary compensation to CDPR for revenues lost during construction due to closure or disruption of CDPR facilities. Cash to CDPR for revenues lost during the remaining period of the lease for those facilities which cannot be relocated, resited, or used.
3. If necessary due to closure during construction, provide shuttle service from San Mateo Campground and Trestles parking to Trestles Beach.
4. Fund CDPR for restoration to a natural state of the existing recreational facility sites located at Subunit #1.
5. Fund CDPR for inventory and recordation of affected historic structures at San Clemente State Beach. Relocation of structures shall be fully funded.
6. Restoration and redevelopment of CDPR's San Clemente State Beach property with an additional 70 unit R.V. campground with hook-ups and mature landscaping, coastal access point, 110 seat amphitheater, and sound wall, to partially replace San Mateo Campground.
7. Fund acquisition and conversion of other property in Orange County for Orange Coast District Offices to replace the corporation yard, office space and residential units to be relocated from San Clemente due to conversion of site to additional campground units.
8. Upgrade existing San Onofre State Beach Bluffs Campground (Subunit #4) and add an additional 30 full hook-up campsites to partially replace San Mateo Campground.

O25-36

9. Acquire for dedication to CDPR, State Park quality coastal and inland sites of sufficient size, within the region, and in the opinion of CDPR, of sufficient potential to replace the recreational values of Subunit #1 and to support:

- The remaining 61 campground units of the total 161 campsites lost at San Mateo Campground,
- The 150 to 200 campsites proposed at the second family campground,
- Seven environmental campgrounds of no less than 20 sites each, and
- A 25-unit family equestrian camp.

Preliminary areas of interest shall be mutually determined in advance by TCA and CDPR.

The acquired sites shall be fully developed for the above described uses to CDPR standards and satisfaction prior to commencement of FTC-S construction.

10. Funding for CDPR's preparation of Resource Inventory, General Plan and Management Plan documents on all proposed replacement sites.
11. Full reimbursement for all necessary plans, permits, associated CDPR staff time.
12. Full market value for real property loss for Basilone Road Intersection and relocation within CDPR ownership of the Class One bikeway.
13. In order to protect the wetland resource of Subunit #2 require best management practices to reduce erosion during construction, including sedimentation basins and their annual maintenance for the life of the development.
14. Redesign and construct I-5 exchange to eliminate the visual impact of the flyover to Trestles.

Exh. 8 at 6-8, Mitigation Assessment of FTC-South Impacts on San Onofre State Beach.

2. Mitigation for Impacts to the Donna O'Neill Conservancy.

As originally proposed in 1991, the FEC routes did not infringe on the Conservancy. In the Executive Summary, the DEIS/R justifies encroachment into the Conservancy on the grounds that "the habitat value of the Conservancy is of no greater value than other habitat located adjacent to the Conservancy" and that wetlands impacts could be avoided. DEIS/R, ES-22. Whether or not this is the case, the DEIS/R fails to protect what it claims are the lands of equivalent habitat value. Proposed mitigation for the destruction of biological integrity and resulting fragmentation of the Conservancy, for which no transportation corridor was intended to pass, does nothing to alleviate the enormous scar the FEC alternatives will create across the Conservancy. Moreover, adjacent habitat of allegedly equivalent value is slated for development under the Ranch Plan. To mitigate for the loss of land in the Conservancy, a revised DEIS/R must identify and acquire and protect land adjacent to the conservancy to the extent equal to the total amount of land directly and indirectly impacted by the FEC Alternatives.

O25-36

O25-37

3. The DEIS/R Fails to Analyze and Mitigate Visual Impacts.

It is difficult to discern the method by which viewpoints were selected for analysis to ensure that: 1) the visual impacts of each alternative are properly analyzed; and 2) that the type and number of viewpoints among alternatives is equitable to enable an impartial comparison among alternatives.⁶ Absent an equitable distribution of viewpoints, the level of impact among Alternatives cannot be effectively compared. An evenly distributed analysis is particularly crucial here because the DEIS/R compares the number of impacted views to evaluate the extent of visual impacts among alternatives.

O25-38

The DEIS/R needs to provide adequate explanation for its identification of "outstanding views." In addition, the DEIS/R must analyze additional views to properly provide a sense of the visual impacts to the SOSB area from the FEC Alternatives. The Mitigation Assessment of FTC-South Impacts on San Onofre State Beach prepared by the California Department of Parks and Recreation provides several visual impacts analyses which convey the extent of the visual blight that would be caused by the FEC Alternatives. See Exh. 8. These visual assessment must be incorporated in a revised DEIS/R.

O25-39

4. The DEIS/R Fails to Mitigate Noise Impacts.

A. The DEIS/R Does Not Provide a Complete and Accurate View of Existing Noise Levels in the Project Area.

The DEIS/R selection of noise receptor locations are almost exclusively located along the existing I-5 corridor. See DEIS/R, Figure 4.6-3. Because these sites are located along an existing major highway, the incremental impact of noise from the I-5 (and arterial) Alternative is significantly less than Alternatives, such as the FEC Alternatives, which would create an entirely new road. To provide an accurate picture of existing noise levels along each proposed alternative route, a revised DEIS/R must provide more extensive sampling of existing noise levels along all project alternatives, including the FEC alternatives, which are almost entirely overlooked. Indeed, the DEIS/R fails to include a single noise receptor in the Donna O'Neill Land Conservancy, an area, renown for its peace and serenity, which would be significantly impacted by the noise generated by the construction of a major highway through its borders. In addition, the DEIS/R fails to include sufficient receptors for the FEC alternatives. Consequently, the DEIS/R' conclusions, which are based on the number of receptors the project would impact, do not accurately reflect the relative noise impacts from each alternative.

O25-40

B. The DEIS/R' Limited Analysis of Noise Impacts Prevents a Full Understanding of the Noise Generated by the Project.

In order for the public to understanding the true noise level that would be generated by the Project, a revised DEIS/R must describe the noise level generated by the Project itself, which the DEIS/R does not accurately describe. The revised DEIS/R must consistently and accurately contour the sound impacts for various dBA levels, and adjust its figures to account for the multiple lanes of asphalt highway emanating from the centerline. It must take into account the road configuration, the centerpoint of the future road, contour conditions, noise magnification, and other relevant factors.

O25-41

⁶ The Visual Impacts Technical Report, which is outdated and contains numerous evaluations of views from alternatives which the Project no longer contemplates, also does not illuminate the DEIS/R' methodology.

O25-38
Cont.

C. The DEIS/R Does Not Include Appropriate Standards of Significance to Evaluate Noise Impacts.

The DEIS/R' analysis of noise impacts fails to consider appropriate thresholds of significance. The DEIS/R relies primarily on one NAC Guideline, which considers noise levels greater than or equal to 67 dBA to be of concern. Under this lenient threshold, which is high enough to significantly disturb outdoor speech, the DEIS/R grossly understates project impacts. DEIS/R at 4.6-14. Even where local standards are complied with, noise impacts may be significant. The DEIS/R's approach to noise analysis omits the most relevant effects that come from noise. The DEIS/R fails to identify the multiple criteria which have been established to help protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people such as communication interference, sleep interference, physiological responses and annoyance. In particular, application of communications interference criteria should be applied to all of the open space affected by the Project.

O25-42

FAILURE TO ADDRESS CUMULATIVE IMPACTS

CEQA requires a discussion of the environmental impacts, both direct and indirect, of the proposed project in combination with all "closely related past, present and reasonably foreseeable probable future projects." Guidelines § 15355(b); see also Cal. Pub. Res. Code § 21083(b); Guidelines §§ 15021(a)(2), 15130(a), 15358. The discussion of cumulative impacts must "reflect the severity of the impacts and the likelihood of their occurrence" (Guidelines § 15130(b)), and must document its analysis with references to specific scientific and empirical evidence

O25-43

1. **Cumulative Biological Impacts.**

Comments on the DEIS/R' treatment of the Project's significant cumulative impacts to biological resources are included in the attached expert report prepared by Dr. Wayne Spencer of the Conservation Biology Institute and Robb Hamilton. Attach C. As detailed in this report, the DEIS/R fails to adequately assess and mitigate cumulative biological impacts and relies on the uncertain success of a future NCCP/HCP process.

2. **Cumulative Water Quality, Runoff, and Erosion/Sedimentation Impacts.**

Comments on the DEIS/R' treatment of the Project's significant cumulative impacts to water quality, runoff, and erosion/sedimentation impacts are included in the attached expert report prepared by Matthew Hagemann. Attach. E. As detailed in this report, the DEIS/R fails to adequately assess and mitigate cumulative water quality impacts to the extent feasible.

O25-44

3. **Cumulative Visual Impacts.**

Rather than analyze the cumulative impacts of the Project by incorporating the visual impacts associated with future development with the specific views examined in evaluating the Project, the DEIS/R merely states that "the SOCTIIP Alternatives, with the exception of the I-5 Alternative, when considered with other projects in the area, are anticipated to contribute to a cumulative long term adverse impact related to visual resources." This cursory conclusion does not meet the detailed technical analysis requirements of both NEPA and CEQA. A revised DEIS/R must examine how build-out of proposed developments, including the proposed Rancho Mission Viejo development and Talega Development, will further compromise and deteriorate views from the Donna O'Neill Conservancy, the proposed San Juan Creek Regional Park, Caspers Regional Park, and the General Thomas F. Riley Wilderness Park. Currently, the

O25-45

DEIS/R merely states that "development trends in the study area have incrementally changed the appearance of parts of the study area from agricultural and open space to urbanized view This trend is expected to continue . . ." DEIS/R at 5-50. Whether or not this trend will continue does not remove the DEIS/R' obligation to analyze the extent of cumulative impacts to specific views of the existing, largely agricultural and open space setting of the Project area.

O25-45

4. Cumulative Growth Impacts

The DEIS/R concludes that the Project will have no significant growth-inducing impacts. However, the DEIS/R does not consider the increased regional employment growth associated with new roads such as the FEC alternatives, nor does it consider or analyze the impacts of the RMV development, which is more likely to be approved should any of the FEC Alternatives be constructed. Both increased regional employment growth and increased residential growth will have extremely significant effects on SOSB and surrounding protected and open areas. Issues such as urban run-off, loss of wildlife habitat, increased park usage and various other impacts associated with development are not addressed in the DEIS/R due to its incorrect conclusion that the RMV development will be built whether the Project proceeds or not. This assumption is unsupported by past experience and this issue should be addressed in a new and revised DEIS/R.

O25-46

THE PROJECT CONFLICTS WITH NUMEROUS PROVISIONS OF FEDERAL AND STATE LAW.

1. The DEIS/R violates Section 4(f) of the Department of Transportation Act.

In enacting section 4(f) of the Department of Transportation Act of 1966, Congress declared that "special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands." 49 U.S.C. § 303. Congress accordingly specified two fundamental substantive mandates under the Act: (1) prohibiting federal agencies from approving transportation projects that require use of a public park or recreation area unless there is no feasible and prudent alternatives to using the parkland; and (2) requiring transportation projects which use a public park or recreation area to include all possible planning to minimize harm to the parkland. U.S.C. § 303(c). The Transportation Act thus codified the requirement that federal agencies consider alternatives to environmentally damaging proposals several years before this principle was enshrined as a core provision of the National Environmental Policy Act. The Act's provisions are even more stringent than NEPA's. They direct that alternatives to proposed highway routes which would destroy public parks must be developed when such alternatives are feasible and prudent.

O25-47

Authoritative interpretation of federal agencies' duties under this provision was first established and continues to be provided by the 1971 Supreme Court decision in *Citizens to Preserve Overton Park, Inc. v. Volpe*, 401 U.S. 402, in which the Court overturned the Secretary of Transportation's approval of a six-lane highway through a park in Memphis, Tennessee. In reaching its decision, the court held that "only the most unusual situations are exempted" from the 4(f) mandate. The court further elaborated that only "unique problems" such as extreme financial costs or community disruption of "extraordinary magnitudes" would constitute such "unusual situations." *Id.* at 411, 413.

As stated by Justice Marshall, the "very existence" of section 4(f) demonstrates "that protection of parkland was to be given paramount importance." *Id.* at 412-413. By holding that only alternatives which included additive costs or community disruption of "extraordinary magnitude" could justify an exemption to section 4(f), the Court made clear that choosing a siting alternative that requires use of a public park or

recreation area simply because it is the least expensive or most efficient choice does not meet the rigorous mandate of the provision. Overton Park thus sharply limits the discretion of federal agencies in approving proposed transportation projects affecting 4(f) resources.11

A. Section 4(f) Applies to San Onofre State Beach.

With respect to the threshold issue of properly addressing what properties are subject to the provisions of section 4(f), we dispute TCA's contention that 4(f) "does not apply to parkland within Camp Pendleton that is leased by the State of California," pursuant to legislation enacted by Congress known as the National Defense Authorization bill for Fiscal Year 2001. As an annual appropriations bill, the Authorization Act's provisions are presumed to only apply within the year for which they are expressly applicable-in this case, fiscal year 2001. See *Atl. Fish Spotters Ass'n v. Evans*, 321 F.3d 220, 224 (1st Cir. 2003)("[a] provision in an annual appropriations bill presumptively applies only during the fiscal year to which the bill pertains.").

The presumption of temporary applicability is further strengthened when provisions of appropriations bills purport to amend or override existing substantive law. In fact, a long line of cases dating to at least the 19th century-including many Supreme Court holdings - stand for the proposition that any change in existing law made within an appropriations bill applies only to the fiscal year for which the bill was passed unless Congress provides to the contrary with affirmative and express language of permanence or "futuraity." *Minis v. United States*, 40 U.S. 423 (1841); see *Atl. Fish Spotters*, 321 F.3d at 224-25 ("The rule, then, is that Congress may create permanent, substantive law through an appropriations bill only if it is clear about its intentions" with "statutory language that affirmatively defies temporal limitation"); *Bldg. & Constr. Trades Dep't, AFL-CIO v. Martin*, 961 F.2d 269, 273-74 (D.C. Cir. 1992) ("a provision contained in an appropriations bill operates only in the applicable fiscal year, unless its language clearly indicates that it is intended to be permanent."); *United States v Int'l Bus. Mach. Corp.*, 892 F.2d 1006, 1009 (Fed. Cir. 1989)("While the underscored provision does not itself indicate whether it was restricted to fiscal year 1977, because it is contained in an appropriations act and because it is unaccompanied by words of futurity, we presume that it was."), citing *United States v. Vulte*, 233 U.S. 509 (1914).

Federal courts have thus correctly established a high bar for interpreting provisions as permanent in what are otherwise temporary appropriations bills. This stringent standard has become increasingly important in recent years as legislators have shown less hesitation and embarrassment in using appropriations "riders" to dictate public policy as well as to eviscerate hard fought legislative accomplishments that often represent decades of negotiation, experience and compromise. As stated by one commentator, "[r]iders have been used with particularly destructive effect to circumvent long-standing environmental policies, especially those involving the use of natural resources and public lands." Sandra Beth Zellmer. "Sacrificing legislative integrity at the altar of appropriations riders: A Constitutional crisis." 21 *Harv. Envtl. L. Rev.* 457 (1997). Riders short-circuit democratic principles and open debate by allowing otherwise unrelated provisions to be attached to legislation that either must pass, such as annual appropriations bills, or would be very unpopular for a President to veto, such as emergency relief bills, without having to survive the scrutiny of committee hearings and markups or the rigors of full floor debates.

In this case, TCA has attempted to circumvent a democratically enacted provision of the Transportation Act in order to build a toll road through one of the most popular state parks in Southern California - San Onofre State Beach. Ron Packard (R) facilitated the placement of the

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rider on the Defense Authorization Bill in order to, in his words, "move the process along." The plain language of Packard's provision, however, clearly fails to overcome the presumption against finality in appropriations bills. In fact, the language contains no attempt to create an expectation of "futility," or to address any applicable time period at all. In the absence of such clear language, Congress's override of section 4(f) in relation to San Onofre State Beach and proposed State Route 241 thus expired at the end of Fiscal Year 2001, and TCA and the Federal Highway Administration must conduct a thorough, substantive, and lawful 4(f) analysis that only permits roads through parklands where there are no "feasible and prudent" alternatives.

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B. The DEIS/R Analysis Fails to Disclose or Address the Magnitude of Impacts the FEC Alternatives Will Have on 4(f) Resources, in Particular San Onofre State Beach.

The DEIS/R's section 4(f) evaluation, contained at appendix H to the document, acknowledges that all of the action alternatives, with the exception of the I-5 alternative, will result in the permanent use of section 4(f) properties, such as San Clemente State Beach. All of the toll-road alternatives as well as the AIO alternative would cross the proposed San Juan Creek regional park and San Juan Creek trail extension.

While all toll-road alternatives and the AIO alternative thus trigger the protections of section 4(f), the "far east" corridor alternatives will have especially devastating impacts on 4(f) resources—most notably San Onofre State Beach. As stated at page H-12 of the appendix, FEC corridors will "result in the permanent acquisition and use of property from the existing San Onofre State Beach Christianitos Subunit 1 and San Onofre State Trestles Subunit 2." In fact, the FEC alternatives will destroy more than 600 acres of San Onofre State Beach, and will require the abandonment of the Christianitos Subunit 1. None of the other action alternatives, both toll-road and non toll-road would impact even a fraction of this area.

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Despite the undeniable devastating impacts which the FEC routes would have on San Onofre State Beach, and the fact that these impacts are unique among all the action alternatives, the DEIS/R's section 4(f) evaluation does little to address this fundamental distinction among the alternatives, showing how the FEC alternatives will have a much more profound and adverse effect on the environment than any of the other alternatives. The essential point that the FEC alternatives alone will require "use" of San Onofre State Park, and that the magnitude of impacts to this state park far outweigh any other potential impacts to 4(f) resources under all other alternatives, goes unaddressed within the DEIS/R.

Indeed, instead of addressing differences between alternatives, the DEIS/R only addresses the feasibility and prudence of avoiding 4(f) resources within the proposed corridors of each alternative. Under the plain language of the statute, and as the Supreme Court made clear in Overton Park, the essential endeavor of a lawful and legitimate 4(f) evaluation is to choose alternative routes which avoid 4(f) resources when such routes are feasible and prudent, not to evaluate the possibility of such avoidance in already determined corridors. Such an inquiry, while important, is reserved for the second prong of 4(f) requirements: minimizing all possible harm to parkland when there are no feasible and prudent routes which would avoid the parkland altogether.

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By conflating these two standards, the DEIS/R fails to honestly and directly address the most important 4(f) inquiry raised by the proposal: is there a feasible and prudent alternative to the proposed routing of State Route 241 through the heart of San Onofre State Beach? The fact that the document acknowledges that all action alternatives will "meet the project purpose and need

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because they all provide some level of traffic relief," page 1-19 and table 1.7-1 at page 1-25, strongly illustrates that such alternatives do exist, and that approving any of the FEC alternatives would violate the important mandate of section 4(f).

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C. The DEIS/R Fails to Consider Constructive Use of 4(f) Resources.

The FEC alternatives will have undeniably egregious impacts on 4(f) resources, particularly San Onofre State Beach. Each of the FEC route possibilities will impact hundreds of acres within the park (as well as Donna O'Neill Conservancy), through direct impacts and use caused by the actual siting of the road and associated infrastructure. Yet the analysis provided nonetheless fails to address to full extent of the "use" of these areas under section 4(f) of the Transportation Act by not addressing the additional "constructive" use of the tollroads caused by noise and other impacts.

The application of section 4(f) to these constructive uses has been recognized by the courts in a wide variety of circumstances. The 9th Circuit was the first to recognize such circumstances and has continued to do so. In *Brooks v. Volpe*, 460 F.2d 1193, 1194 (9th Cir. 1972), for example, the court found that a highway encircling a campground was subject to section 4(f) despite the fact that there was no actual use of protected lands. Since then, federal courts have found constructive use of section 4(f) lands resulting from such impairments as increased noise, unsightliness, and impaired access. See, e.g., *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 202 (D.C. Cir. 1991) (holding noise from airport expansion would impact nearby park); *Citizen Advocates for Responsible Expansion, Inc. v. Dole*, 770 F.2d 423, 439 (5th Cir. 1985) (holding highway project would cause aesthetic and visual intrusion on protected park and historic buildings); *Monroe County Conservation Council v. Adams*, 566 F.2d 419, 424 (2d Cir. 1977) (holding highway would restrict access to park because nearby residents would have to cross four lanes of heavy traffic).

The DEIS/R's failure to consider constructive use skews the analysis in this case. For example, the FEC alternatives would bifurcate the Christianitos Subunit of San Onofre State Beach and would also destroy the trail connecting the San Mateo Campground with Trestles Beach. Additionally, the FEC alternatives may entail removal of old U.S. 101, another main access point to Trestles, as well as a connector between Christianitos and Basilone roads. These impacts, in conjunction, would thus essentially impact 100% of San Onofre State Beach under section 4(f), a fact that is avoided by not considering such constructive uses. Noise impacts are also not properly considered. As discussed above, sound levels in excess of approximately 55 dB DNL will trigger the EPA's safety levels for areas with outdoor uses, such as San Onofre State Beach and Donna O'Neill Land Conservancy. As both the State Beach and Conservancy are less than one mile wide, the noise impacts from a new tollroad will clearly impact both areas, constituting constructive use under section 4(f).

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D. There Are No Unique Problems That Justify an Exception to the Section 4(f) Mandate for the FEC Alternatives.

As the Supreme Court held in *Overton Park*, "only the most unusual situations are exempted" from the 4(f) mandate. These situations include "truly unusual factors" demonstrating that alternatives to the proposed action present "unique problems" or require costs or community disruption of "extraordinary magnitudes." 401 U.S. at 411, 413. The 9th Circuit has subsequently interpreted this exception quite narrowly, holding that an alternative that required dislocation of several residences and businesses and cost millions of additional dollars did not justify an

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exception to section 4(f). *Stop H-3 Ass'n v. Dole*, 740 F.3d 1442, 1451-52 (9th Cir. 1984). As discussed above, the DEIS/R artificially attempts to present non toll-road alternatives as rigid and inflexible choices that require extensive destruction of homes and businesses. Yet, because non toll-road options are acknowledged to provide feasible alternatives to meeting the project's stated purpose and need, FHWA and TCA are required by both NEPA and section 4(f) to more fully explore variations to these alternatives which would mitigate and avoid such community disruptions.

The need to rigorously meet the mandate of section 4(f) is especially urgent in this case. San Onofre State Beach is an immensely popular area and an irreplaceable part of southern California's culture and history. The camping, surfing, and recreation opportunities provided by both the inland and coastal components of the park and surrounding area are literally irreplaceable and unmitigable. There are simply no other comparable areas left in southern California, because urbanization and progress have enveloped nearly every square inch of this fabled landscape.

As important as the State Beach area is to human well-being, it is equally essential for many imperiled and rare species, including several species protected by the Endangered Species Act. The watershed of San Mateo Creek is likely the most unspoiled in all of Orange County, and is one of the most intact coastal watersheds in the entire state. The increased erosion and sedimentation into the Creek that would undoubtedly occur should the FEC alternatives be constructed would irreversibly damage this habitat. The increased human presence and associated trash, toxins and general degradation that accompany freeway construction would ensure this present haven would no longer exist. Not only would the proposed FEC routes "use" the San Onofre State Beach area in contravention of section 4(f), it would literally wipe an entire subunit of the Park from the map. As acknowledged by the DEIS/R, the FEC alternatives would destroy in excess of 600 acres of the park, close to one-third of its total acreage. Impacts from the FEC are so severe that California State Parks has indicated it would abandon the 1,182-acre Subunit #1 in the event an FEC Alternative were approved. Exh. 8 & 9. The cultural, historical, community, and environmental importance of San Onofre, which would all suffer devastating impacts under FEC routes, are precisely the types of impacts which Congress directed federal agencies to avoid when it passed the Transportation Act nearly 40 years ago.

Judicial cases which have upheld the construction of highways through public parks despite the provisions of section 4(f) have only done so in cases where the impacts on parks-as expressed by the percentage of area affected within the entire unit-are much less pronounced than the present case. For example, in *Alaska Center for the Environment v. Armbrister*, 131 F.3d 1285 (9th Cir. 1997), the court allowed road construction to proceed on the grounds that it would use only 5.7 acres of one 1,790 acre recreation area (0.3% of the total area) and 29.4 acres of another 720 acre recreation area (3.3 % of the total area). While the court's inference that transportation projects involving only small portions of protected parklands are not provided full protection under section 4(f) is clearly mistaken under the plain language of the provision as well as the Supreme Court's decision in *Overton Park*, the overwhelming effect of the FEC alternatives on San Onofre State Park would preclude any attempts to extend this mistaken holding further. Similarly, cases which have allowed exceptions to 4(f) under the rationale that possible alternatives would not meet the project's stated purpose and need, such as *Arizona Past and Future Foundation, Inc. v. Lewis*, 722 F.2d 1423 (9th Cir. 1983), are easily distinguishable in this case because the DEIS/R acknowledges that all of the action alternatives meet the purpose and need.

2. The DEIS/R Fails to Discuss TCA's Obligations Under the Public Park Preservation Act.

Although the mitigation for pedestrian impacts in the DEIS/R mentions the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4600 et seq.), a general statute dealing with the federal acquisition of property, the DEIS/R does not address the more relevant Public Park Preservation Act of 1971, Pub. Res. Code § 5400 et seq. See DEIS/R at 4.5-21. The Public Park Preservation Act, which applies to any park operated by a public agency, provides in part:

No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing such property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the park land and the facilities thereon.

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Pub. Res. Code § 5401. Accordingly, the DEIS/R must discuss TCA's obligation to replace any park land it should acquire with similar park land elsewhere. City of Fremont v. San Francisco Bay Area Transit Dist., 34 Cal.App.4th 1780, 1790 (legally adequate EIR where BART fully discussed obligation under the Public Park Preservation Act).

TCA's obligations under the Park Preservation Act extend to San Onofre State Beach. Although SOSB is operated by the Department of Parks and Recreation under a lease agreement with the U.S. Navy, SOSB is defined under California law as part of the San Diego Coast State Seashore. Pub. Res. Code § 5001.6(b)(11)(A).

3. The FEC Alternatives Directly Conflict With Public Resources Code Section 5019.62.

Because SOSB is part of the San Diego Coast State Seashore, any improvements to SOSB are limited to those that enhance recreational and educational values. Pub. Res. Code. § 5001.6(b)(11)(A). As provided under Public Resources Code Section 5019.62:

The purpose of state seashores shall be to preserve outstanding natural, scenic, cultural, ecological, and recreational values of the California coastline as an ecological region and to make possible the enjoyment of coastline and related recreational activities which are consistent with the preservation of the principal values and which contribute to the public enjoyment, appreciation, and understanding of those values.

Improvements undertaken within state seashores shall be for the purpose of making the areas available for public enjoyment, recreation, and education in a manner consistent with the perpetuation of their natural, scenic, cultural, ecological, and recreational value. *Improvements which do not directly enhance the public enjoyment of the natural, scenic, cultural, ecological, or recreational values of the seashore, or which are attractions in themselves, shall not be undertaken.*

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Pub. Res. Code § 5019.62 (emphasis added). This mandate is also incorporated into the San Onofre State Beach General Plan. SOSB General Plan (1984) at 19. Accordingly, the FEC alternatives, which propose to go through SOSB and would severely compromise its recreational and natural value, are in direct conflict with State law.

4. The Project Violates the San Onofre State Beach General Plan.

A general plan serves as the “constitution for future development,” to which all subordinate land use decisions (e.g., zoning ordinances, subdivision map approvals, and other approvals) must conform. The DEIS/R asserts that SOCTIIP alternatives penetrating SOSB are consistent with the SOSB General Plan because the General Plan recognizes that the possibility of a transportation corridor through its boundaries in the Environmental Impact Element (“EIE”) of the General Plan. DEIS/R at 4.2-23. This is incorrect. The EIE focuses exclusively on impacts of proposed improvements to the SOSB, particularly, a proposed golf course. SOSB General Plan at 51. The proposed transportation corridor, which is noted as one of three possible projects, is described as having “a major impact on Subunit 1 of San Onofre State Beach” and can in no way be interpreted as being authorized under the General Plan. SOSB General Plan at 57.

As stated in the General Plan’s Declaration of Purpose:

San Onofre State Beach was established to make available to the people the outstanding natural beach, bluffs, and related geological, ecological, and cultural features along the northern coast of San Diego County, including important uplands east of Interstate 5 Freeway in the valley of San Mateo Creek; and to provide for the enjoyment and use of these areas in ways that take full advantage of the recreational opportunities thus afforded, while protecting the natural and cultural values of the region.

Mere reference to a potential project imposed by an outside agency in a General Plan does not make this project consistent with that plan. Here, an 8 lane highway, which would devastate the uplands of SOSB, is clearly contrary to the Park’s purpose regardless of its placement to the east or west of San Mateo Creek. DEIS/R at 4.2-23.

Moreover, in a 1991 Statement of Intent Regarding Foothill Transportation Corridor, Modified C Alignment (now the alignment for all FEC alternatives through the SOSB), State Parks specifically stated:

In recognition of its mission, the State Parks has opposed and will continue to oppose the FTC-South, Modified C Alignment Alternative, which impacts state beach lands. For this reason, State Parks does not believe the FTC-South, Modified C Alignment is the environmentally superior alternative.

In addition to violating the purpose of SOSB, the FEC Alternatives would violate specific SOSB Policies. The Aesthetic Resources Policy requires that “special scenic resources of the unit be protected from all degrading and undesirable intrusions.” SOSB General Plan at 27. A transformation corridor through the heart of SOSB clearly conflicts with this policy.

With regard to Native American resources, it is California State Parks policy “to maintain the remaining integrity of [Native American] sites, and to preserve them from further human and natural degradation.” SOSB General Plan at 35. Construction activities associated with road construction would disturb and degrade these resources in direct contravention of this policy.

5. The FEC Alternatives violate the terms of the lease agreement for San Onofre State Beach.

The FEC Alternatives would require an easement through SOSB. Due to the magnitude of impacts from the FEC Alternatives to the SOSB and the DEIS/R’ failure to mitigate these impacts, the FEC Alternatives are specifically prohibited by the Department of Parks and Recreation’s lease agreement with the U.S. Department of Defense. Part II(C) of this agreement provides:

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This Lease is subject to all outstanding easements and rights of way for location of any type of facility over, across, in and upon the Leased Property, or any portion thereof, and to the right of the government, after consultation with Lessee as to location, to grant such additional easements and rights of way over, across, in and upon the Leased Property as it shall determine to be in the public interest; Provided, that any such additional easement or right of way shall be located so as not to unreasonably interfere with the use of Lessee's improvements erected on the Leased Property; and Provided, further, that any such additional easement or right of way shall be conditioned on the assumption by the Grantee thereof of liability to Lessee for such damages as Lessee shall suffer for property destroyed or property rendered unusable on account of Grantee's exercise of rights thereunder.

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The FEC Alternatives would bifurcate Subunit 1 of the SOSB and result in the forced abandonment of the San Mateo Campground and its associated improvements as well as severe overall diminishment of the park's recreational resources. Exh. 17. Because the FEC Alternatives would unreasonably interfere with SOSB improvements, the Lease Agreement prohibits the grant of an easement across SOSB to TCA. Moreover, even in the event such an easement is granted, TCA must compensate for the loss of park resources. The DEIS/R fails to identify mitigation which at the level and type of compensation required to compensate for the loss of this unique and irreplaceable resource.

6. The agencies must complete and consider a revised major investment study.

The MIS and related requirements were imposed by FHWA to reflect the "significantly altered nature of . . . metropolitan transportation decisionmaking" mandated under the Intermodal Surface Transportation Efficiency Act ("ISTEA") and in particular to "more broadly account for environmental and intermodal considerations." 58 Fed. Reg. 12064, 12065 (1993). Two main purposes of the MIS requirement are: (1) to "broaden the consideration of options earlier in the [transportation] process such that local and state officials are provided a broader array of choices"; and (2) to "substantially improve the linkage between the planning process and environmental review process required under the National Environmental Policy Act and other statutes." 58 Fed. Reg. 58040, 58055 (1993) (FHWA section-by-section analysis of Final Rule). Specifically, an MIS is intended to "compare the alternatives in terms of environmental impacts, displacements, transportation impacts, capital and operating costs, societal impacts, cost effectiveness or cost benefit, and the financial feasibility of the various option." Foothill Transportation Corridor South Major Investment Study at 1-1 (1996); 23 C.F.R. § 450.318(c) (MIS "shall evaluate the effectiveness and cost-effectiveness of alternative investments or strategies in attaining local, State and national goals and objectives"). Although the MIS requirement can be integrated as part of the NEPA analysis, the DEIS/R fails to fulfill MIS objectives. See *Township of Belleville v. Federal Transit Administration*, 30 F.Supp.2d 782, 795 (D. N.J. 1998) (MIS mandated, as appropriate, as part of the analysis required under NEPA). Even assuming the DEIS/R adequately addresses the Project's environmental impacts, as already discussed, the DEIS/R fails to discuss in any detail the costs or financial feasibility associated with any of the SOCTIIP Alternatives despite the inclusion of these objectives in the NEPA Purpose and Need Statement. This significant omission compromises the ability of the public and decision-makers to properly evaluate and compare the costs and benefits of each alternative. Moreover, the financial feasibility is particularly relevant considering the recent financial failures of the San Joaquin Toll Road. Financial feasibility and the costs of each alternative is also not adequately discussed in the MIS conducted in 1996 is severely outdated and only addresses the FEC Alternatives. Thus, a significant change in circumstances renders the prior MIS inadequate. Accordingly, a revised MIS must be prepared to evaluate the Project as currently proposed, with a particular emphasis on the capital and operating costs, cost effectiveness or cost benefit, and the financial feasibility of each SOCTIIP Alternative.

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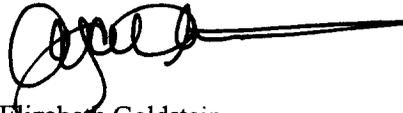
THE DEIR SHOULD BE REDRAFTED AND RECIRCULATED.

In order to cure the full range of defects identified in this letter, the agencies will have to obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation capable of alleviating all of the Project's significant impacts. CEQA requires that the public have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft DEIS/R.

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Therefore, the Foundation requests that TCA, FHWA, and ACOE defer any action on the proposed Project until such time as an EIR/S is prepared that complies with CEQA and NEPA. Any revised DEIS/R should also analyze the Project's consistency with section 4(f) of the Department of Transportation Act as well as the provisions of state law concerning public parks set forth above.

Very truly yours,



Elizabeth Goldstein
President
California State Parks Foundation

cc: Sara Feldman, Southern California Director, California State Parks Foundation
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PLEASE NOTE:

**THE SELECTED ATTACHMENTS AND EXHIBITS TO THIS
COMMENT LETTER FROM THE
CALIFORNIA STATE PARKS FOUNDATION
ARE FOR EASE OF REFERENCE ONLY.**

**ALL ATTACHMENT AND EXHIBIT NUMBERS ARE IDENTICAL
TO THOSE CITED IN SHUTE, MIHALY & WEINBERGER'S
COMMENT LETTER DATED AUGUST 3, 2004.**

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Mitigation Assessment of FTC-South Impacts on San Onofre State Beach

August, 1997

John Wilson
Assistant Secretary
Douglas A. Wheeler
Secretary for Resources
Donald W. Murphy
Director, Department of Parks and Recreation



California Department of Parks and Recreation

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**MITIGATION ASSESSMENT
OF
FTC-SOUTH IMPACTS ON
SAN ONOFRE STATE BEACH**

Summary

The construction of the "CP" alternative of the proposed Foothill Transportation Corridor-South will result in the constructive use of portions of this State Beach, a significant unit of California's State Park System. Currently, San Onofre State Beach is a rare large Southern California scenic coastal-canyon park with high environmental values, recreation use and potential for expanded recreational opportunities. Substantial impairment of these resources will result from implementation of the locally preferred alternative; that of converting subunit #1 of the park to a strip highway corridor with scant cultural, natural, aesthetic and recreational usefulness to the State Park System. Opportunities for on-site mitigation necessary to the public for the loss of this resource are limited by the property's fragmentation resulting from project development and environmental constraints. Following review, a team of park and resource professionals recommend that if subunit #1 is used for the Foothill Transportation Corridor-South, the majority of the inland portion of San Onofre State Beach be relinquished to the underlying property holder, and substantial mitigation in the form of real property, cash and recreational related development be required from the developer and dedicated to the California Department of Parks and Recreation prior to commencement of construction.

Background

San Onofre State Beach: San Onofre State Beach (SOSB) is located within coastal San Diego County at the Orange County line. All but 90 of SOSB's 2028.8 acres are leased from Marine Corps Base Camp Pendleton, under an agreement which will expire in August 2021.¹

¹The granting of right-of-way for the use of a portion of San Onofre State Beach is governed by Section C of the general provisions of lease entered into by the Department of the Navy and California State Parks. Section C (Subjection to Existing and Future Easements and Rights of Way) reads, in part:

"This lease is subject to all outstanding easements and rights of way for location of any type of facility over, across, in and upon the leased property, or any portion thereof, and to the right of the government, after consultation with lessee as to location, to grant such additional easements and rights of way over, across, in and upon the leased property as it shall determine to be in the public interest; provided, that any such additional easement or right of way shall be located so as not to unreasonably interfere with the use of lessee's improvements erected on the leased property; and provided, further, that any such additional easement or right of way shall be conditioned on the assumption by the grantee thereof of liability to lessee for such damages as lessee shall suffer for property destroyed or property rendered unusable on account of grantee's exercise of its rights thereunder."

The four subunits (three coastal properties with 4.6 miles of beach and an inland parcel of 1182.7 acres) make available to the public the natural beach, bluffs, and related geological, ecological and cultural features of the site and provide for the enjoyment and use of these areas in ways that take advantage of the recreational opportunities while protecting the natural and cultural values of the park. With 1,115,631 visitors in 1995/96, SOSB was the 10th most visited park in California's 264 unit State Park System. Camp Pendleton's twenty miles of coastline represent the largest open space south of Los Angeles. SOSB is the only small portion of the Marine Corps base open to the public. It is generally acknowledged that SOSB's largest parcel, Subunit #1, contains the last remaining undeveloped coastal canyon available for recreational use south of Crystal Cove State Park. Currently, park development includes 382 campsites (221 in subunit #4 and 161 in Subunit #1's San Mateo Campground), 11.3 miles of trail, 6.3 miles of bikeway, parking for 110 cars in a lot supporting the trail to "Trestles" and an amphitheater seating about 100 persons adjacent to and west of the San Mateo Campground.

Spirit of Place: Spirit of place is the distinctive character that a site possesses; this includes all of the elements that determine the uniqueness of its landscape, resources, development, and its history. It also identifies a site's experiential essence (sensory, emotional, intellectual, and spiritual) which sets it apart from all other places. These characteristics are a part of what makes a particular site a worthwhile park unit.

San Onofre State Beach is one of the last remnants of large coastal open space in Southern California. Sea and sky, surf and reef, beach and coastal bluff, wetland and grassland, sycamore groves and scrub, hillsides and arroyos, long coastal strip and broad coastal valley: all are a part of what San Onofre State Beach is. All of this is inhabited with wildlife that make this place vibrant with life. This uniqueness provides to those who visit the park an indispensable respite from the nearby expanding regional urban environment. The quiet rural calm of the valley provides a dramatic counterpoint to the din and urgency of nearby contemporary urban existence. Experiencing the broad natural expanses of San Mateo Valley, the coastline, and the sea reinvigorates the senses and renews the spirit.

The unique coastal conditions at Trestles provide a world renowned surfing experience that cannot be found anywhere else. The long approach walk from a highly urbanized area to the beach through a relatively unspoiled wetlands area provides a sense of transition not experienced at other surfing beaches. The quality, variety, and year round availability of multiple surf breaks helped establish surfing as a recreation, a lifestyle, a culture, and a part of Southern California's identity. It continues to draw thousands to Trestles each year. Trestles is such a vital surfing experience that for many, it is the paragon of surfing destinations and each visit is a pilgrimage.

The existence and convenient availability of such an increasingly rare resource and experience to such a large population makes it essential that the integrity and spirit of place of San Onofre State Beach be preserved. Furthermore, the affordability of this coastal resource for middle and lower income visitors makes it even more important that it be kept

intact and undiminished. As coastal areas in the region continue to become more affluent, the value of this park's resources and affordable recreation opportunities to those of low and moderate income means will also continue to increase.

The Project: The Foothill Transportation Corridor-South (FTC-S) is one of three existing or proposed Orange County toll roads. The subject section will start at I-5 approximately .85 miles north of the San Onofre Nuclear Generation Station and extend through the foothills of the southeastern portion of Orange County where it will connect with an existing segment. Two primary alignments for the FTC-S are under consideration, but only the "CP" alignment traverses state park lands and thus needs to be considered.

The Impact: The CP alignment would be an initial four-lane, and ultimately six-lane arterial, leaving I-5 and turning north through Subunit #1 and exiting approximately four miles later. The wide center median will be able to accommodate a future transit/high occupant vehicle land (HOV) corridor development. In this distance, a total of 323.1 acres (24.5%) of the subunit would be preempted for construction and dedicated right-of-way, while an additional 63 acres would be temporarily lost during construction. Bifurcation of the subunit results in areas of 480 acres on the west and 609 acres on the east. In actuality, the western remainder is effectively further subdivided by the right-of-way and steep topography into northern and southern parcels of 246 and 234 acres respectively. In a similar manner, the existing San Mateo Campground is isolated from the remainder of the eastern remainder. In summary, four distinct and isolated parcels will result from the construction of the FTC-S as proposed. (See Figure 1, Current Land Use & FTC-South right-of-way.)

This proposal will have both direct and indirect impacts to existing and proposed recreational facilities and park resources as enumerated on the accompanying Appendix B and in the Department of Parks and Recreation's comments on the Screen Draft, Foothill Corridor 4(f) Evaluation of February 20, 1997.

Scope of Work

This evaluation of impacts to SOSB of the Foothill Transportation Corridor is prepared under contract number C9617003 with the Foothill/Eastern Transportation Corridor Agency. Under this contract, California Department of Parks and Recreation (CDPR) is to evaluate the impacts to recreation, cultural, natural, and aesthetic resources, the amount of state park lands directly and indirectly lost as a result of the project, and determine the compensation for the identified impacts. A draft evaluation was prepared and submitted May 16. Under the original contract with the Foothill/Eastern Transportation Corridor Agencies, a final draft was to be prepared by June 18, 1997. However, following consultation initiated by the Agencies, it was agreed to set this deadline back to August 29 of this year.

Methodology

To fulfill the obligations of the contract, C DPR assembled a team consisting of the Chief Ranger and a Resource Ecologist from Orange Coast District, a Landscape Architect from C DPR's Planning, Acquisition and Environmental Design Division, and an Archeologist from the Department's Resource Management Division, under the leadership of a Park and Recreation Specialist who was also provided by the Resource Management Division. The assistance of an environmental acoustics specialist was provided by the FTC-S under separate contract. Additional graphic and property consultation assistance was provided by C DPR's Planning, Acquisition and Environmental Design Division, while a State Park Land Officer from the Department's Southern Service Center provided insight based upon his project experience.

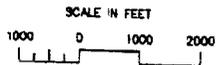
Project descriptions and other background materials were provided to the San Onofre Mitigation Assessment Team (SOMAT) upon its formation and following draft review by the Transportation Corridor Agencies. A number of SOMAT members were already familiar with the project due to their early involvement in the planning, project and environmental review process. SOMAT focus was concentrated upon the proposed "CP" alignment through SOSB subunits #1 and #2 because of its direct impact to those areas. SOMAT initially met and toured the project site in mid-March. Additional site visits were made by individual team members during the preparation of this assessment. Subsequently, through the use of brainstorming techniques, impacts were identified and described. Needs for additional information were also identified and sought or developed. Through the SOMAT meetings which followed, alternative potential mitigations were developed, analyzed and discussed. This information was reduced to a matrix format for management and is presented for information purposes as Appendix B². A consensus recommendation was then developed by SOMAT and presented as the "Draft Mitigation Assessment of FTC Impacts on San Onofre State Beach". Following a review of this draft by representatives of the Foothill/Eastern Transportation Corridor Agencies, clarifying revisions were prepared by the SOMAT Team Leader and presented to the Management of C DPR. Based upon their decisions final revisions were made and presented as "Mitigation Assessment of FTC-South on San Onofre State Beach" in fulfillment of C DPR's contract with the Foothill/Eastern Transportation Corridor Agencies.

Analysis

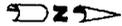
Units #1 and #2 of SOSB are popular and intensively used park units averaging approximately 354,000 visitors annually over the past four years. In a rapidly urbanizing environment, they offer a unique combination of recreational opportunities and connection between direct coastal activities and large open space inland areas. There is a strong sense of ownership and emotional connection by the users, especially the surfing community. The public awareness of the inland Subunit #1 is continuing to grow, especially with the establishment in 1991 of the San Mateo Campground and its subsequent popularity. This

²Appendix B is presented for information and background purposes, and does not represent the final recommendation of this evaluation.

FIGURE 1
CURRENT LAND USE
&
FTC SOUTH RIGHT-OF-WAY



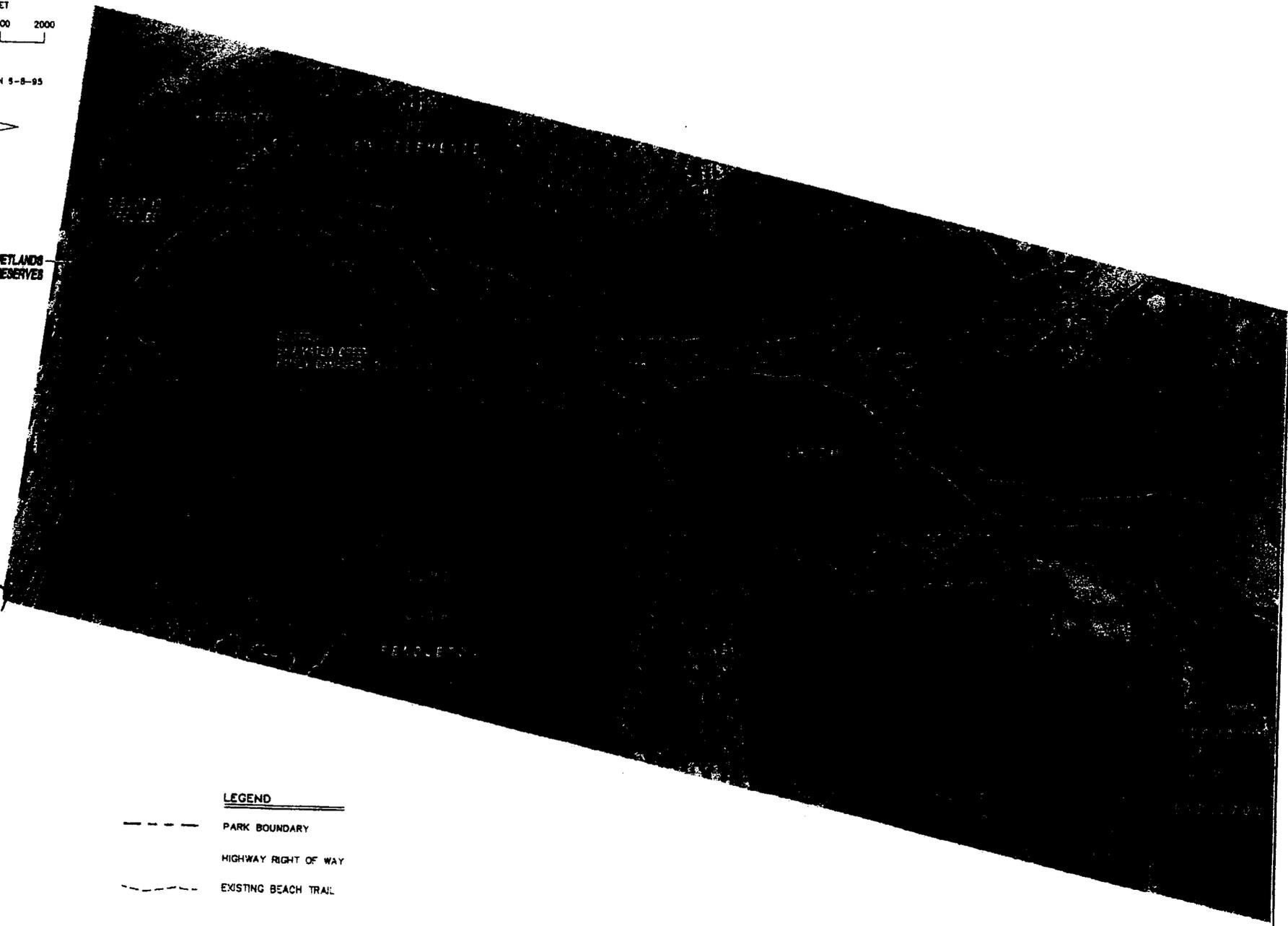
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TRESTLES WETLANDS
NATURAL PRESERVES

SUBUNIT 15

- LEGEND**
- PARK BOUNDARY
 - HIGHWAY RIGHT OF WAY
 - EXISTING BEACH TRAIL



subunit's potential has clearly not been fully realized. CDPR's *Revised General Plan for the San Onofre State Beach*, adopted in 1984, provides for not only the existing 161 unit San Mateo Campground with its amphitheater and trail to Trestles, but a golf course, a picnic area, a second family campground of about 150 to 200 sites, an interpretive site, an equestrian camp and seven primitive or environmental camp areas of up to 20 sites each. The golf course and the equestrian camp have been proposed for development but have not been authorized, in part due to the uncertainty of the FTC-S right-of-way choice. (See Figure 2, General Plan Land Use & FTC-South right-of-way.)

As currently proposed, the CP alignment will take 24.5% of Subunit #1, with an additional 5.18% to be directly impacted during the construction phase. In the opinion of CDPR, the fragmentation of Subunit #1 by the proposed highway corridor will severely restrict the use of the property for recreation purposes, as well as significantly and irrevocably altering its environmental setting, that of San Mateo Campground, and other recreational opportunities provided for in the unit's General Plan. The linear nature and split elevation of the arterial and any retaining walls, soundwalls and their landscaping will reduce the site's attractiveness to the public, as well as being a wildlife barrier and a management obstacle. These unnatural and discordant visual elements will intrude upon previously open vistas, high volume noise will impose on normal recreation activities, day activities at the campground as well as its existing night quiet, and the amphitheater campfire area will be forever altered and rendered unusable³. In addition, recent redesign of the Basilone Road intersection may indicate the use of a portion of the approximately 90 acres of land held in fee by CDPR and consequent use of that property as a bikeway.

In summary, the irrevocable alteration of the setting of Subunit #1, and the elevated "flyway" at Basilone Road intersection to portions of subunit #2, significantly reduce their value as parkland. Potential activities such as environmental and equestrian camping may no longer be feasible uses. Elimination of the sewer station, water supply facility, electrical and telephone services, trailer pump-out holding tank, and corporation yard creates relocation problems which perhaps cannot be resolved on site. Any mitigation proposed on site requires environmental review and concurrence of the lessor and may not be predictably feasible.

SOMAT concluded that the CP alignment will result in a take of the functional use of the majority of Subunit #1 of SOSB and may have significant direct or indirect impacts to park wetland, access and visual resources of Subunit #2.

Limitations to Mitigation

CDPR expects to be made whole from the effects of development of FTC-South. To CDPR, this means the provision of viable replacement and mitigation of recreationally related natural, cultural, and aesthetic values and from the loss of existing facilities and any

³Appendix C-1 presents a photo simulation of the impacts of selected portions of the proposed toll road and Appendix C-2 presents a noise analysis from key locations within San Onofre State Beach, which we believe supports the conclusions of this paragraph.

planned recreational uses⁴ Physical mitigations must be in keeping with the existing unit, designed to serve similar user groups, and must be in place prior to the commencement of any tollway construction. It is recognized that the recommendations developed by SOMAT for mitigation are limited by a number of factors. For instance, portions of the analysis are based upon materials supplied by TCA. Design is an on-going process and changes may affect CDPR's recommendation. Secondly, it must be borne in mind that there may well be unforeseen limiting environmental or regulatory factors which could preclude the implementation of certain recommendations. Thirdly, any on-site or near-site mitigation alternative may be limited by decisions of the lessor. Representatives of the lessor have stated upon numerous occasions, as well as in writing, that any environmental mitigation for FTC-S must be accomplished with no new dedication of Camp Pendleton property and that there must be no intrusion on Camp Pendleton's operational flexibility. So, while CDPR recommends the following mitigations in good faith, it can provide no assurance that the lessor will allow all mitigations to proceed, or that all mitigations can be found acceptable by regulatory agencies. Nonetheless, it is CDPR's position that these limitations do not relieve FTC-S of timely mitigation responsibility for all losses incurred by CDPR.

Recommendation

In the event that an alignment through SOSB is selected, CDPR believes that the following mitigation for the recreationally related natural, cultural, and aesthetic impacts, as well as for the loss of the use of recreation facilities and opportunities at SOSB, should be provided by FTC-S based on plans submitted to date.

With the exception of the support parking for the trail to Trestles, all of Subunit #1 be abandoned to the lessor. [This shall require amendment and extension of the current lease.] As mitigation for this action FTC-S should provide, to the satisfaction of CDPR:

1. Full reimbursement for lease renegotiation and the difference to any change of the lease rate.
2. Monetary compensation to CDPR for revenues lost during construction due to closure or disruption of CDPR facilities. Cash to CDPR for revenues lost during the remaining period of the lease for those facilities which cannot be relocated, resited, or used.

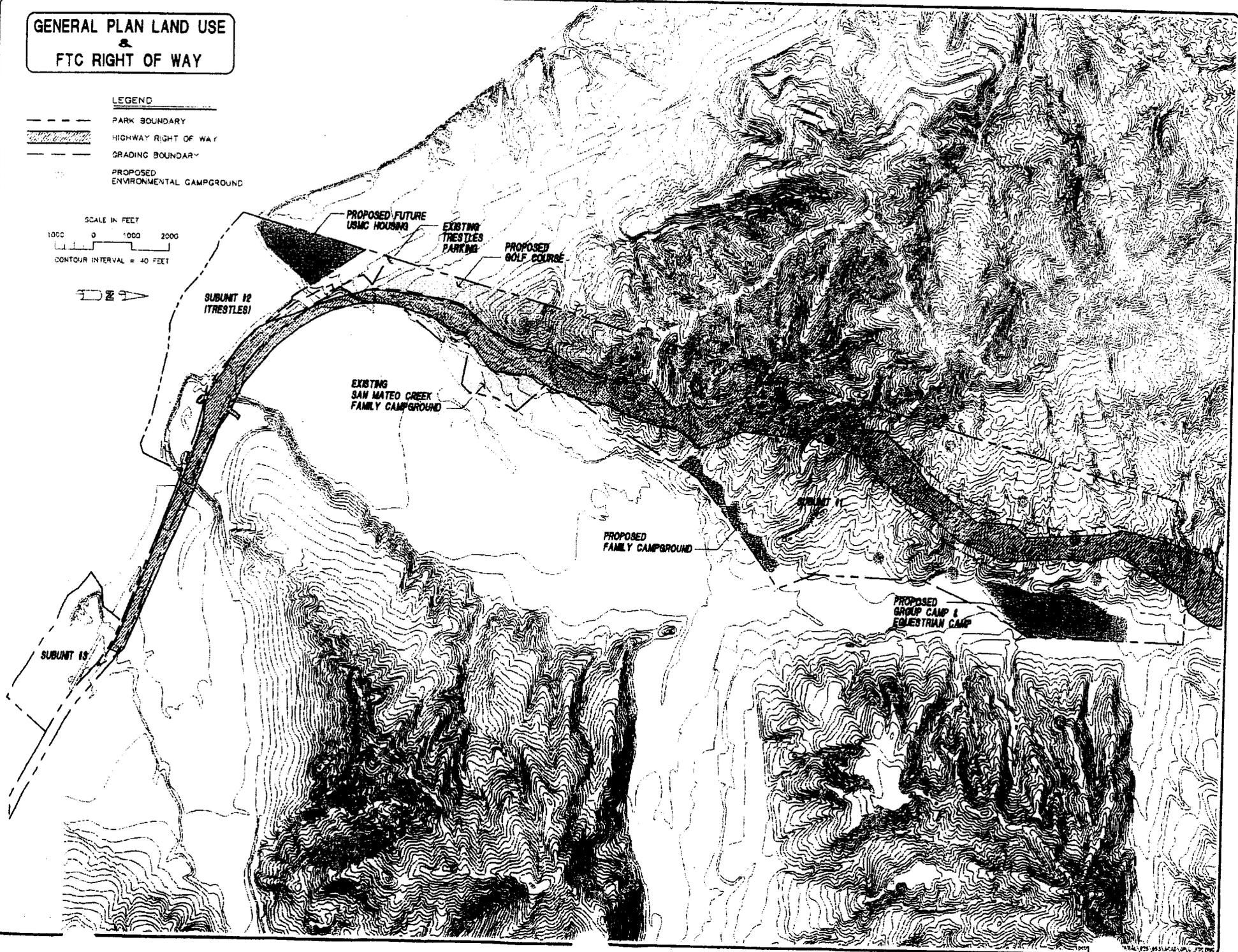
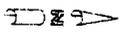
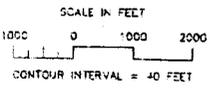
⁴It is the understanding of CDPR that Section 4(f) protects any planned recreational uses. Paragraph (p)(2) states that

"Constructive use occurs when the transportation project does not incorporate land from a section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impacted."

This interpretation is bolstered by the analysis of impacts to the Prima Deshecha Landfill resulting from the BX alternative which is addressed in Screen Draft, Foothill Corridor 4(f) Evaluation. Although this site is currently operating as a landfill and its use for recreation purposes will not occur for 14 to 39 or more years, its planned recreational uses appear to be given equal weight as the actual recreational uses at SOSB.

**GENERAL PLAN LAND USE
&
FTC RIGHT OF WAY**

- LEGEND**
- PARK BOUNDARY
 - HIGHWAY RIGHT OF WAY
 - GRADING BOUNDARY
 - PROPOSED ENVIRONMENTAL CAMPGROUND



3. If necessary due to closure during construction, provide shuttle service from San Mateo Campground and Trestles parking to Trestles Beach.
 4. Fund C DPR for restoration to a natural state of the existing recreational facility sites located at Subunit #1.
 5. Fund C DPR for inventory and recordation of affected historic structures at San Clemente State Beach. Relocation of structures shall be fully funded.
 6. Restoration and redevelopment of C DPR's San Clemente State Beach property with an additional 70 unit R.V. campground with hookups and mature landscaping, coastal access point, 110 seat amphitheater, and soundwall, to partially replace San Mateo Campground.
 7. Fund acquisition and conversion of other property in Orange County for Orange Coast District Offices to replace the corporation yard, office space and residential units to be relocated from San Clemente due to conversion of site to additional campground units.
 8. Upgrade existing San Onofre State Beach Bluffs Campground (Subunit #4) and add an additional 30 full hook-up campsites to partially replace San Mateo Campground.
 9. Acquire for dedication to C DPR, State Park quality coastal and inland sites of sufficient size, within the region, and in the opinion of C DPR, of sufficient potential to replace the recreational values of Subunit #1 and to support:
 - The remaining 61 campground units of the total 161 campsites lost at San Mateo Campground,
 - The 150 to 200 campsites proposed at the second family campground,
 - Seven environmental campgrounds of no less than 20 sites each, and
 - A 25-unit family equestrian camp.
- Preliminary areas of interest shall be mutually determined in advance by TCA and C DPR.
- The acquired sites shall be fully developed for the above described uses to C DPR standards and satisfaction prior to commencement of FTC-S construction.
10. Funding for C DPR's preparation of Resource Inventory, General Plan and Management Plan documents on all proposed replacement sites.
 11. Full reimbursement for all necessary plans, permits, and associated C DPR staff time.
 12. Full market value for real property loss for Basilone Road Intersection and relocation within C DPR ownership of the Class One bikeway.

13. In order to protect the wetland resource of Subunit #2 require best management practices to reduce erosion during construction, including sedimentation basins and their annual maintenance for the life of the development.

14. Redesign and construct I-5 exchange to eliminate the visual impact of the flyover to Trestles.

APPENDIX A SAN ONOFRE STATE BEACH SPIRIT OF PLACE

Spirit of place is a consideration which contributes to determining a specific areas value as parkland, in this instance, Parcel 1 and the beach at Trestles at San Onofre State Beach. Spirit of Place is a term that identifies the intrinsic values that pertain to the essential and inherent nature of a place -- aspects that are not necessarily defined by law, science, or economics. It identifies a site's unique experiential essence (sensory, emotional, intellectual, and spiritual) which sets it apart from all other places. Spirit of Place describes the distinctive characteristics that a site possesses; this includes the elements that determine this uniqueness of its landscape, resources, development, and its history. These characteristics are part of what makes a particular site a worthwhile park unit. Components of this site's identity include:

- Physical features and appearance
Consists of the actual physical structure, characteristics, and all visible features of a place. This includes physiography, natural features, cultural features, land use, development intensities, visual quality, community character, climate, seasonal changes, etc.
- Observable activities, functions, and events
How inhabitants or visitors interact with a space, i.e. how the landscape, coast, and the built environment are occupied or used (activity levels and use intensities). This can also include resource activities or events such as whale or bird migrations.
- Meanings and symbols
Concept of place as a cultural artifact (a place's meaning or value beyond its physical elements. An example would be Trestles Beach's value to the surfing community and its worldwide renown as one of Southern California's premier surfing locations and role in surfing history.) This includes people's experiential responses (emotions, feelings, and physical/intellectual stimulation) when they visit San Onofre State Beach, and what they later remember about their visit.

Further definition of San Onofre State Beach's Spirit of Place includes an understanding of what the site was in the past, what it is now, what it will be in the future, and what it should be.

What it was

Physical features and appearance

- Entire area was rural open space.
- The only development was the railroad tracks and a small community around a railroad stop at San Onofre. This development served as a bedroom community for the surrounding area.

Observable activities, functions, and events

- Area was once a Juaneno village site.
- Area has been sparsely populated, small agricultural and railroad station communities.
- Surfing activity became established in the 1930s and grew steadily up to the late 1950s. During the 1960s, surfing experienced a tremendous growth in popularity due to exposure in media and popular culture (movies, music, and television).

Meanings and symbols

- Former Juaneno village and cemetery site.
- Once part of Rancho Santa Margarita y Las Flores.
- Formerly an agricultural region.
- Surfing activities at this location, beginning in the 1930s, helped establish surfing as a significant recreation, lifestyle, and culture identified with Southern California.
- Due to the quality and variety of surfing experience found at Trestles and San Onofre, this area has developed a worldwide reputation as a premier surfing destination. It is regarded as one of the top three surfing locations along the entire west coast.

What It Is

San Onofre State Beach is a popular and intensely used Southern California coastal park unit. Its popularity is due in part to its quiet rural coastal open space character which is accessible to a large urban population. In addition, San Onofre State Beach's natural resources, cultural resources, recreation opportunities, and its importance as a cultural focal point for the surfing community, make San Onofre State Beach an increasingly vital public part of Southern California's coastline. There is a strong sense of ownership and emotional connection by its users. The emotional connection to the beach at Trestles by the surfing community is especially strong. The public awareness and popularity of the inland Subunit #1 is continuing to grow, but the area's full recreational potential has not been realized.

The park is currently confronted with conditions, issues, and problems associated with preserving its open space character and resources; a proposed toll road bisecting and fragmenting the inland Subunit #1; the pressures of adjacent regional urban growth; and preserving and enhancing the quality of the recreation experience. The contemporary issues of regional transportation, regional urban growth, recreation needs, and limited operations resources are cumulatively eroding the quality of visitor experience and the park's spirit of place.

Physical features and appearance

- Lack of urban development, including major roadways.
- One of the last rural coastal canyons in Southern California.
- Large quiet rural/natural open space landscape in Parcel 1 and surrounding region. Large open space panorama views up San Mateo Canyon and conversely out to the ocean are prominent features.

- Subunit #1 provides a large public open space connection to the coast for adjacent inland open space areas.
- San Mateo Campground (good facilities and services).
- Native American religious site is located at the south end of the San Mateo Campground.
- Coastal trail access connection between San Mateo Campground and Trestles Beach.
- Trestles Beach.
- Significant wetlands near Trestles Beach.
- Existing highway and railroad tracks.
- Park corporation yard is located in Parcel #1.
- Agricultural lease lands along San Mateo Creek.
- Generally low ambient noise, except for USMC exercises.
- Numerous overhead power transmission lines cross the property.
- City of San Clemente is located to the west; Marine Corps Camp Pendleton is located to the east.

Observable activities, functions, and events

- Family and group camping at San Mateo Campground.
- Interpretive programs at campfire center in campground.
- Coastal trail access activity between inland area and the beach.
- World class surfing at Trestles Beach.
- Conventional beach recreation along San Onofre coastal areas.
- USMC aircraft participating in training exercises.
- USMC live fire exercises within Camp Pendleton are audible in San Onofre State Beach
- Offshore seasonal grey whale migrations.

Meanings and symbols

- San Onofre State Beach and Camp Pendleton coast comprise one of the last few remnants of coastal rural open space left in Southern California.
- San Mateo Canyon is the last remaining undeveloped coastal canyon south of Crystal Cove State Park available for public recreational use
- Rural camping experience is available and close to the large Southern California urban population.
- Trestles Beach is an important and integral part of the regional surfing community. It is a surfing destination and focal point for surf culture.
- Coastal trail access walk is considered part of Trestles Beach surfing experience.
- Park provides respite from urban environment.

What it will be

San Onofre State Beach will continue to be a popular park because of its location on the Southern California coastline and the coastal recreation opportunities it offers. Current

regional urbanization trends, however, will diminish the existing spirit of place and rural character of the park. The inland Subunit #1 will change from a quiet rural destination park area to a busy scenic highway corridor. Regional urbanization trends and continuing recreation demand will increase visitation to levels that will stress park resources and diminish the quality of park visitor experience.

Physical features and appearance

- New eight-lane toll road will bisect Subunit #1 and fragment that area's integrity as a viable park area.
- Elevated road fill section (Christianitos Road) will be developed adjacent to campground. Large highway retaining wall will be included in part of the elevated road section.
- There will be higher ambient noise due to FTC-S highway traffic.
- FTC-S will fragment natural open space connection between the coast and adjacent public open space areas.

Observable activities, functions, and events

- Continuing recreation demand will exert pressure/stress on current use levels and will threaten/diminish the quality of recreation experience at San Onofre State Beach.
- Completion of the Foothill Transportation Corridor-South will increase traffic levels and associated impacts in the region. FTC-S will provide greater access to the coast and substantially increase park visitation levels.
- Development of the San Mateo Point housing project by Camp Pendleton will introduce an on-site source of new recreation users which might result in establishing a local surfing territoriality that doesn't exist there now. If this occurs, conflicts among different types of surfers or other recreation users may occur as they do now in other areas.

Meanings and symbols

- Parcel 1 is converted from a large scenic rural coastal canyon park to a scenic highway corridor.
- Parcel 1 integrity (physical configuration, habitat, recreation functions and opportunities) is fragmented.
- There will no longer be a rural camping experience at San Mateo Campground.
- The coastal trail access walk which is part of the existing surfing experience will be altered (or eliminated?).
- Trestles Beach will remain an important surfing destination, but existing experience will be degraded because of the project's alteration of the setting, and visitation increases will stress recreation carrying capacity levels.

What it should be

The future existence of San Onofre State Beach should strive to preserve its remaining rural natural open space character as much as possible, within the context of the approved or revised General Plan prepared for this unit. The expansive natural/rural open space setting within this coastal viewshed sets it apart from most other Southern California coastline areas. Visitors should be able to experience coastal recreation in a natural/rural setting as a counterpoint to commonplace daily urban life. This includes existing and proposed camping and trail recreation located in the inland San Mateo Canyon area. The qualities that make San Onofre/Trestles a premier worldwide surfing destination and vital focal point of surf culture should be recognized, respected, and preserved as an important part of Southern California's identity. Visitors should continue to be able to experience the unique surfing opportunities and the associated cultural/social activity found at this location.

Physical features and appearance

- Coastal rural viewshed should be maintained. Urban development should be minimized or screened from view.
- Inland San Mateo Valley should be maintained as rural open space linked with adjacent public regional open space areas. CP alignment should not be implemented.
- Existing habitat areas and corridors are enhanced and expanded.
- Preservation, management, interpretation, and development of the park should be completed in accordance with the revised General Plan (June 1984) for San Onofre State Beach.

Observable activities, functions, and events

- Current public recreation activities (surfing, beach recreation, coastal camping, day use access) should be allowed to continue. Do not revert to Camp Pendleton military use.
- Coastal recreation should remain at current use intensities in order to maintain or improve quality of experience.
- The surfing territoriality that exists in other coastal areas which discourages or excludes non-local recreation users should be avoided.
- Varied camping and regional trail opportunities should be fully implemented.

Meanings and symbols

- San Onofre State Beach and the surrounding area/viewshed should continue to be a remaining remnant and example of coastal rural open space that was once common in Southern California. As urbanization of most of the Southern California coastline approaches completion, the value and uniqueness of this public resource will continue to grow in importance and appreciation by the public. Over time, San Onofre State Beach's natural/rural open space setting will be an increasingly dramatic contrast/counterpoint to the surrounding urban region.

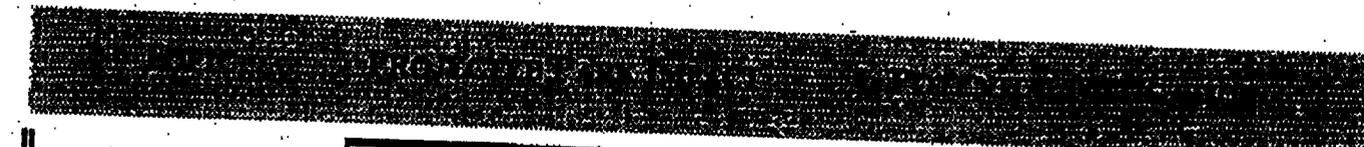
- **San Onofre coastline (Trestles) should be preserved as a world class surfing destination. It is a unique recreation resource of the entire continental west coast due to its variety (five distinct surf break experiences within one location), availability (year round surfing instead of seasonal), and quality of surfing conditions.**
- **Coastline and adjacent viewshed should be regarded as a cultural landscape exemplifying surfing as a unique Southern California sport, culture, and lifestyle, as well as coastal recreation in general.**

APPENDIX B FTC SOUTH CP ALIGNMENT MITIGATION MATRIX

SPECIAL INTERESTS		
VISUAL	CP will bisect Subunit #1 and irrevocably and permanently interrupt park lands setting, being the obvious structure within Subunit #1	-Provide funding to enhance existing parklands quality of Orange Coast District, commensurate with impacts -Provide for perpetual graffiti removal on structures. -Maintain coastal view from southbound I-5 exit at Basilone Road by requiring redesign of structure
	Split elevation toll road and retaining walls will be dominant visual features in Subunit #1	Depress toll road where possible; landscape sound and retaining walls with indigenous native species
	Flyway at Basilone Road will be a dominant visual feature along the Pacific Coast Highway bike trail	Relocate bike trail
	Flyway at Basilone Road will be a prominent visual feature in views from the beach to the north	This cannot be mitigated
	CP alignment will have light sources that intrude into the San Mateo campground.	-Shield all street lights so they do not enter into campground operations or effect sensitive species. -Design alignment and structures so that vehicular lights are prevented from shining into campground.
NOISE	Short Term	
	Significant construction noise	Reduce hours of construction to 7:00 am to 6:00 pm in neighborhood of Campground and use best management practices to reduce noise.
	Recreation Areas	
	Significant additional noise on X distance of Pacific Coast Highway bike trail	Relocate bike trail
	Occasional additional noise on beach south of flyway from Basilone Road	Prohibit trucks on toll road
	Significant additional noise on main access trail to beach	Provide screening soundwall
	Significant additional noise along proposed trails in Subunit #1	Provide similar trails outside of Subunit #1
	Campgrounds	
	Significant additional noise in San Mateo campground	Depress toll road
	Sleep interference in San Mateo campground	Depress toll road
	Speech interference in San Mateo campground outdoor amphitheater	Depress toll road
	Significant additional noise at proposed environmental camping sites	Provide similar sites outside of Subunit #1
Sleep interference at proposed environmental camping sites	Provide similar sites outside of Subunit #1	
Significant additional noise at	Provide similar site outside of Subunit #1	

TOPIC: PROTECTED PARKS/PLACES POTENTIAL IMPACTS

Wildlife	sycamore grove at N. end of Subunit #1	Provide similar site outside of Subunit #1
	Sleep interference at proposed camping sites in sycamore grove	Provide replacement area;
	Increased levels of noise will impact wildlife in open space areas.	
NATURAL RESOURCES		
Wildlife	Loss of native migrants, endemics and sensitive species protected by Endangered Species Act, from take and surrounding buffer areas.	<ul style="list-style-type: none"> -Restore X acres in 2:1 habitat mitigation ratio to provide for upland species use, exotic species removal, habitat, restoration. Fund maintenance program -Provide wildlife crossings at each major drainage (minimum of 6) of sufficient size to accommodate service vehicles and equestrians -Provide an endowment for cowbird trapping.
Plants	Loss of 387 acres of high and low quality Coastal Sage Scrub habitat, and listed rare plants.	<ul style="list-style-type: none"> -Restore X acres in 2:1 habitat mitigation ratio to provide for upland species use. -Relocate rare plants into suitable locations at a 3:1 ratio and provide for long term protection. -If San Mateo Campground closed, relocate major vegetation to mitigation site at San Clemente
	CP alignment enhances the spread of exotic plant species.	<ul style="list-style-type: none"> -Provide annual exotic weed control for a 1/2 mile both sides of alignment and through downstream wetlands. -Allow no exotic plant species into restoration plant palettes.
Aquifer	CP alignment will change runoff quality and quantity from project footprint and resultant traffic pollutants and hazmat spills.	<ul style="list-style-type: none"> -Use best practices to protect the San Mateo/Cristianitos Creek Aquifer from degradation by roadway pollutants and hazmat spills. -Provide clean water on base and elsewhere when aquifer becomes unusable by CP.
Sedimentation	During construction and over the life of the project, changed sedimentation rates will negatively affect the watershed.	<ul style="list-style-type: none"> -Measure sedimentation transport rate increases and remove excess CP generated material from system. -Long term monitoring of the tidewater goby, arroyo toad, least Bell's vireo, southwest willow flycatcher, Riverside fairy shrimp, California gnatcatcher, and Pacific pocket mouse. -Provide sediment basins and maintenance for maximum storm water management assurance for anticipated 100 year storm water and erosion events. -Provide watershed improvements if sediment changes are significant.
	CP alignment will increase flood stage erosion impacts to existing features.	<ul style="list-style-type: none"> -Protect streambanks from accelerated erosion episodes. -Maintain at CP design levels focused erosion from culverts, drains, and undercrossings. -Provide sediment basins and maintenance. -Prevent accelerated head-cutting from CP runoff in all drainages large and small.
	Trestles surf breaks will be silted- in	Current sediment transport rates need to be measured



	and recreational opportunity degraded.	and best management practices employed. Retention basins may be constructed but must be cleared to maintain background flow rates.	
CULTURAL	Removal of intact portion of SMAD NR, coastal Juaneno village of <i>Parhe</i>	Relocate road alignment further east.	
	Impacts to SDI-1075: site of <i>Hechmai</i>	-Fund response team to monitor impacts. -Fund full recovery of discovered material.	
	Direct impact to site of Forster	Fund response team to monitor impacts. Fund for recovery	
	Direct impact to Historic El Camino Real	Relocate CP alignment further to the east.	
	Indirect impact to "Trestles" surfing beach	As an historic landscape, this cannot be mitigated	
OPERATIONAL IMPACTS	Beach Access		
	Short term	CP Alignment may cause temporary closure of beach access trail from San Mateo Campground and severely impact access from Trestles parking lot.	Maintain beach access from trestles parking lot during construction and improve pedestrian access to Trestles Beach..
	Long term	CP Alignment may reroute beach access trail from San Mateo Campground and severely impact access from Trestles Parking lot.	-Construct multi-use trails from campground to beach and regional inland trails. -Reimburse for necessary lease changes -Construct pedestrian overpass connecting Trestles parking to subunit #2
	Other Trails	Of 11.5 miles of existing trails in subunit #1, 1.5 will be lost to alignment.	Replace trails and provide undercrossing connectors
	Interpretive	CP alignment will cause direct loss of interpretive opportunities and natural area for use in Subunit #1.	-Replace and improve existing nature trail that starts at the San Mateo Campground. -Provide for development of interpretive programs and structures in the local district operation.
	Fire Protection & Public Safety	CP alignment will bisect Subunit #1, preventing current fire protection and patrol activities	-Redesign fire and patrol roads and ensure access to both sides of CP alignment to allow efficient management of property. -Improve coastal trails at San Onofre SB to compensate for lost trail access during development.
	Barriers	CP alignment within Subunit #1 creates a potential safety hazard.	-Indemnify DPR from injury to park users caused by CP alignment. -Install and maintain right of way with minimum 6 ft high fencing on both sides of corridor.

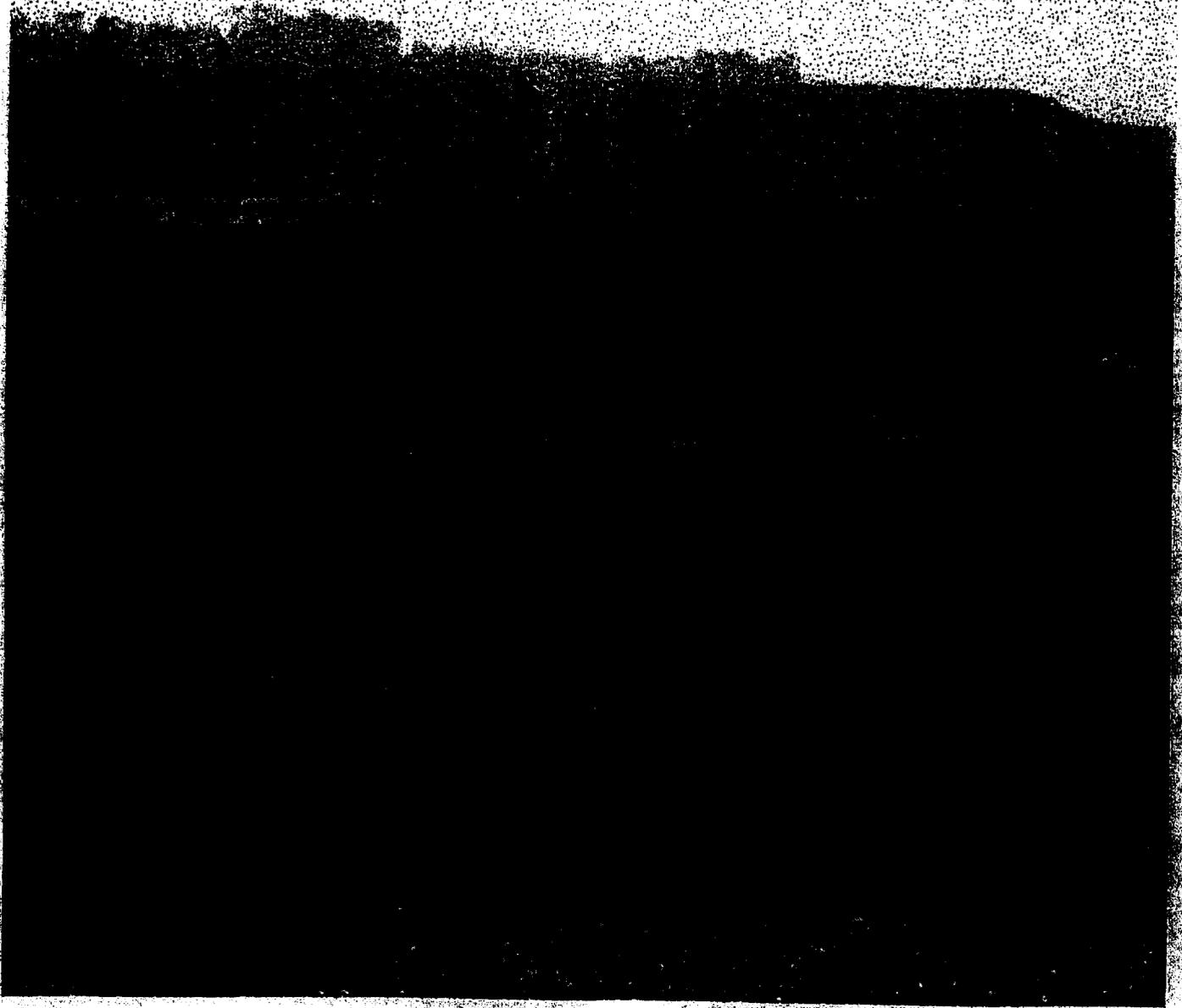
PROJECT DESCRIPTION

<p>Campground Entrance</p>	<p>Christianitos Road realignment will require modification of existing entrance connection at San Mateo Campground. This raises a safety problem due to decreased sight distances and decelerating traffic.</p>	<p>-If San Mateo Campground is retained, modify (geometrics, elevation, & grade) campground entrance road to match new Christianitos Road alignment. -Provide adequate acceleration-deceleration lanes to allow for sufficient "stack up" space and safe traffic turning movement. -Require traffic signal -Provide new directional signing on tollway and I-5.</p>
<p>Trailer sanitation station</p>	<p>CP alignment eliminates existing trailer sanitation</p>	<p>Identify location; relocate and replace trailer sanitation station for existing San Mateo Campground location.</p>
<p>Operations storage area</p>	<p>CP alignment eliminates existing operations storage area in Subunit #1.</p>	<p>Improve and expand existing Subunit #3 operations and storage area. Improvements to include: vehicle & equipment storage building, vehicle wash down area, paving, security lighting, landscaping, office area and security fencing with gate.</p>
<p>Utilities</p>	<p>CP alignment eliminates utilities for the San Mateo Campground.</p>	<p>Relocate and replace sewer pump station, water supply lines and all other utilities for San Mateo Campground.</p>
<p>Security</p>	<p>Fragmentation of Subunit #1 by CP alignment will make operations patrols and park protection from trespass, illegal dumping and other resource damage very difficult to contain on west and north boundaries.</p>	<p>Install and maintain 5 miles of 6 ft. high steel mesh fencing along west and north boundary of subunits #1 and west boundary of #2, including a total of 6 gates for operations access points</p>
<p>Fugitive Dust</p>	<p>Particularly during construction phases, impacts to campers, recreational users, and operations</p>	<p>Use best practices to eliminate fugitive dust.</p>
<p>REVENUE LOSSES Short term</p>	<p>Construction and its impacts cause reduced Campground use and closure periodically over 3 to 5 years results in lost revenue.</p>	<p>Full reimbursement during closure and pro-rata revenue for reduced use until opening of new campground.</p>
<p>Long Term</p>	<p>Curtailment of special events and recreation camps during construction results in lost revenue.</p>	<p>Reimbursement until opening of new campground.</p>
<p>Long Term</p>	<p>Proposed CP alignment takes land dedicated for existing and future recreation facilities.</p>	<p>-Negotiate 50 year lease extension -Revise San Onofre General Plan.</p>
<p>Campgrounds</p>	<p>Closure of existing San Mateo Campground & amphitheater</p>	<p>-Reconstruct campground facilities including amphitheater and construct soundwall at San Clemente. Second family campground and equestrian facilities to be developed on new with environmental campsites and linked trail system to coast and regional trails -Relocate San Clement administrative and operation facilities to south-central Orange County</p>

PROJECT DESCRIPTION		
Future family Campground	General Plan identifies a second family campground north of the existing San Mateo Campground. CP alignment impacts rural setting.	Develop equestrian facilities environmental campsites and linked trail system to coast with regional trails from new acquisition.
Future Environmental Campground	Loss of potential of environmental campsites on Subunit #1 results in lost recreation opportunity and revenues and destroys quiet rural setting.	Develop environmental campsites at new acquisition.
Future Equestrian / group camp	General Plan identifies a Group Camp and an Equestrian Camp at the far north end of Subunit #1. CP alignment impacts rural setting.	Develop Group and Equestrian Facilities new acquisition site along with connections to future regional trails
	CP alignment will prevent development of golf course on Subunit #1 resulting in lost recreational opportunities and concession revenues.	Provide recreational improvements and new facilities, such as visitor center, historical structure improvements, amphitheater center and group picnic facilities at San Clemente State Beach.

Pictorial Visual Simulation

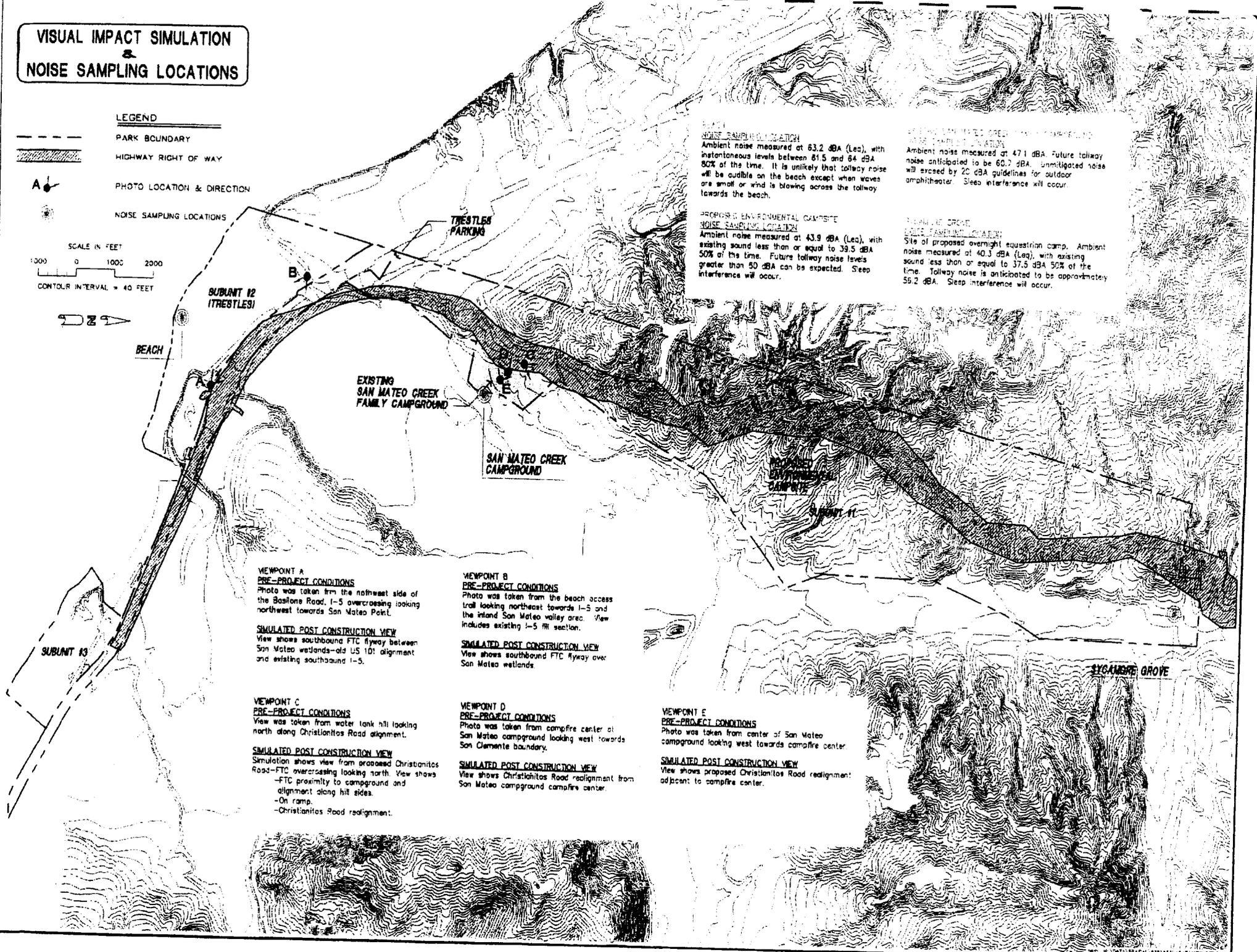
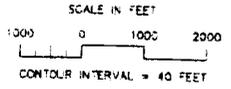
Appendix C-1.-b.



VISUAL IMPACT SIMULATION & NOISE SAMPLING LOCATIONS

LEGEND

-  PARK BOUNDARY
-  HIGHWAY RIGHT OF WAY
-  PHOTO LOCATION & DIRECTION
-  NOISE SAMPLING LOCATIONS



NOISE SAMPLING LOCATION
 Ambient noise measured at 63.2 dBA (Leq), with instantaneous levels between 61.5 and 64 dBA 80% of the time. It is unlikely that tollway noise will be audible on the beach except when waves are small or wind is blowing across the tollway towards the beach.

SYCAMORE GROVE
 SITE SAMPLING LOCATION
 Ambient noise measured at 47.1 dBA. Future tollway noise anticipated to be 60.7 dBA. Unmitigated noise will exceed by 20 dBA guidelines for outdoor amphitheater. Sleep interference will occur.

PROPOSED ENVIRONMENTAL CAMPSITE
 NOISE SAMPLING LOCATION
 Ambient noise measured at 43.9 dBA (Leq), with existing sound less than or equal to 39.5 dBA 50% of the time. Future tollway noise levels greater than 50 dBA can be expected. Sleep interference will occur.

SYCAMORE GROVE
 SITE SAMPLING LOCATION
 Site of proposed overnight equestrian camp. Ambient noise measured at 40.3 dBA (Leq), with existing sound less than or equal to 37.5 dBA 50% of the time. Tollway noise is anticipated to be approximately 59.2 dBA. Sleep interference will occur.

VIEWPOINT A
PRE-PROJECT CONDITIONS
 Photo was taken from the northwest side of the Bastone Road, I-5 overcrossing looking northwest towards San Mateo Point.

SIMULATED POST CONSTRUCTION VIEW
 View shows southbound FTC flyway between San Mateo wetlands- old US 101 alignment and existing southbound I-5.

VIEWPOINT B
PRE-PROJECT CONDITIONS
 Photo was taken from the beach access trail looking northeast towards I-5 and the inland San Mateo valley area. View includes existing I-5 fill section.

SIMULATED POST CONSTRUCTION VIEW
 View shows southbound FTC flyway over San Mateo wetlands.

VIEWPOINT C
PRE-PROJECT CONDITIONS
 View was taken from water tank hill looking north along Christianitas Road alignment.

SIMULATED POST CONSTRUCTION VIEW
 Simulation shows view from proposed Christianitas Road-FTC overcrossing looking north. View shows -FTC proximity to campground and alignment along hill sides.
 -On ramp.
 -Christianitas Road realignment.

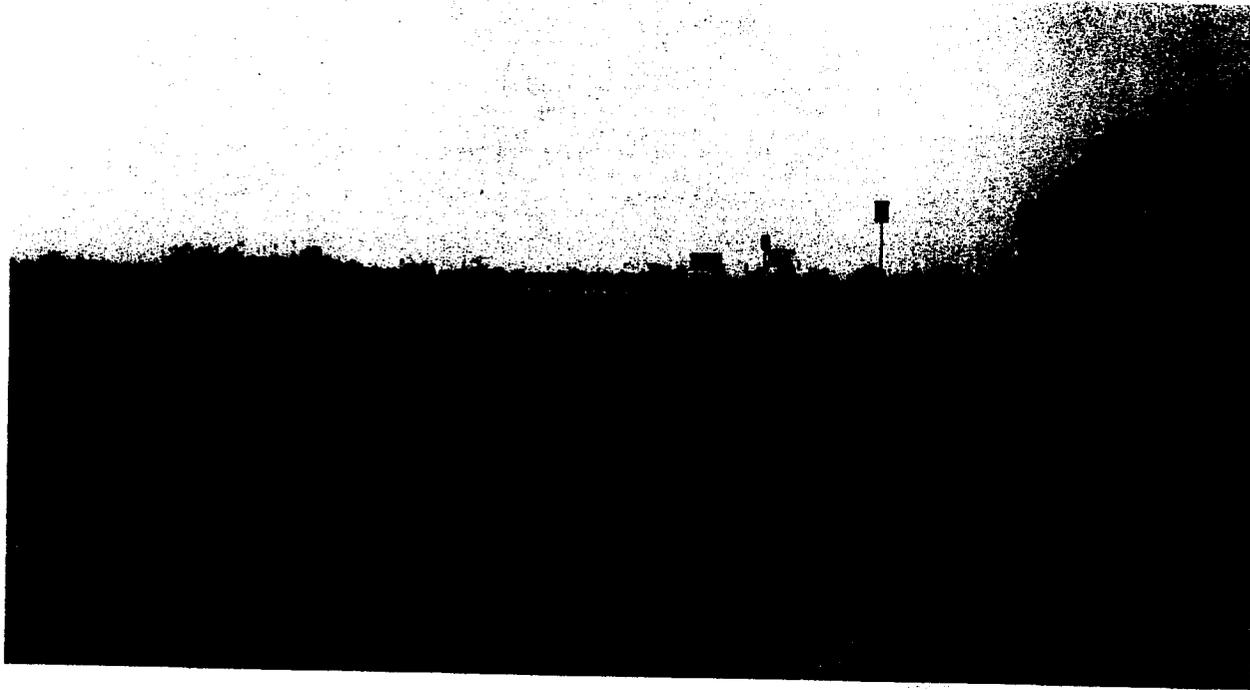
VIEWPOINT D
PRE-PROJECT CONDITIONS
 Photo was taken from campfire center of San Mateo campground looking west towards San Clemente boundary.

SIMULATED POST CONSTRUCTION VIEW
 View shows Christianitas Road realignment from San Mateo campground campfire center.

VIEWPOINT E
PRE-PROJECT CONDITIONS
 Photo was taken from center of San Mateo campground looking west towards campfire center.

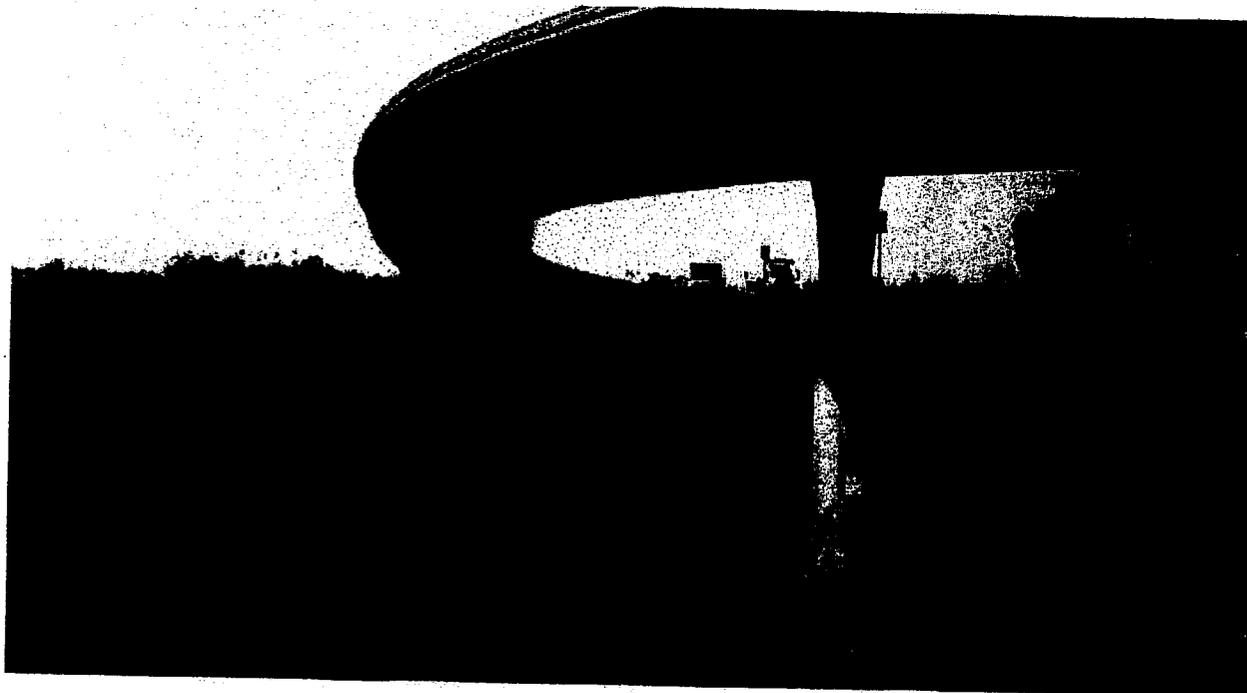
SIMULATED POST CONSTRUCTION VIEW
 View shows proposed Christianitas Road realignment adjacent to campfire center.

SYCAMORE GROVE



PRE-PROJECT CONDITIONS

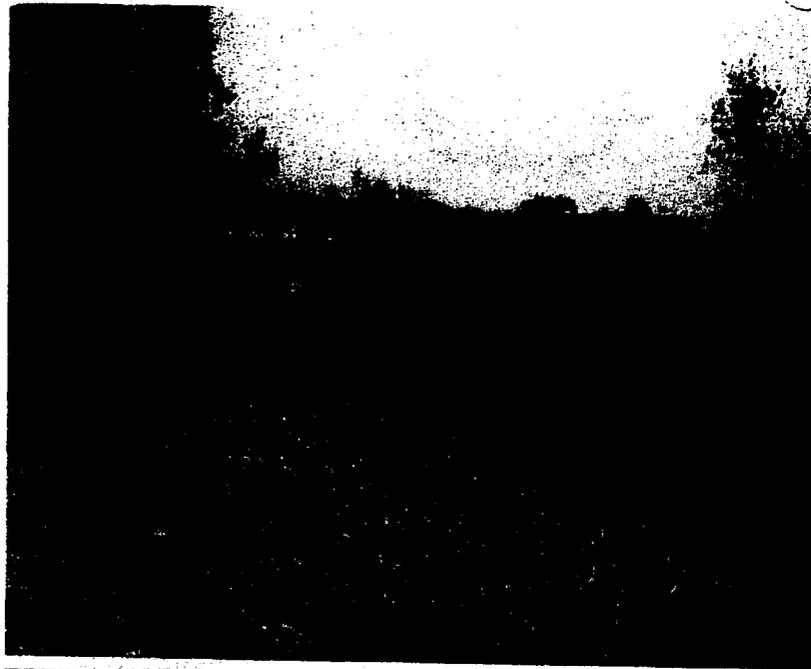
Photo was taken from the northwest side of the Basilone Road/I-5 overcrossing looking northwest towards San Mateo Point.



SIMULATED POST CONSTRUCTION VIEW

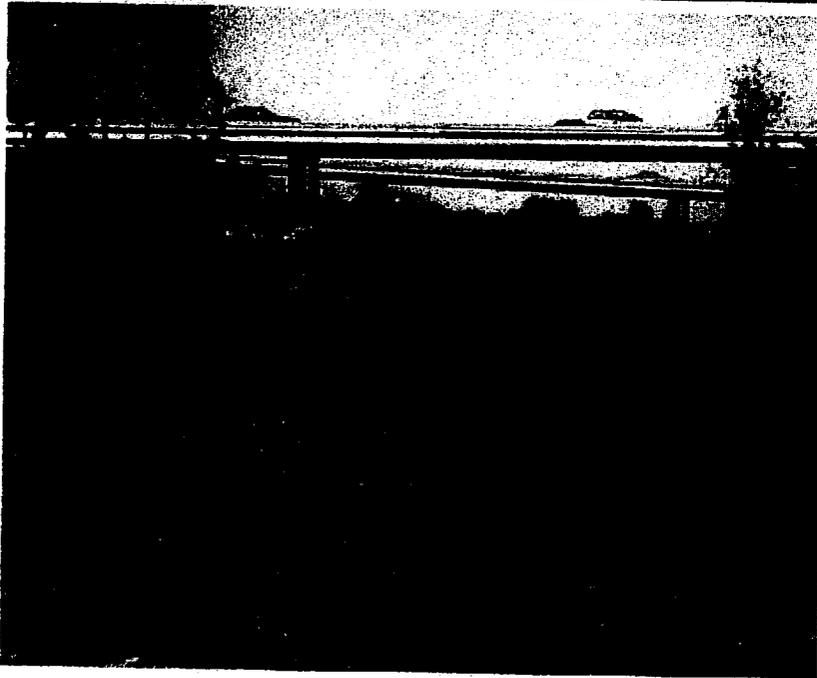
View shows southbound FTC flyway between San Mateo wetlands old US 101 alignment and existing southbound I-5 fill section.

VIEWPOINT **A**



PRE-PROJECT CONDITIONS

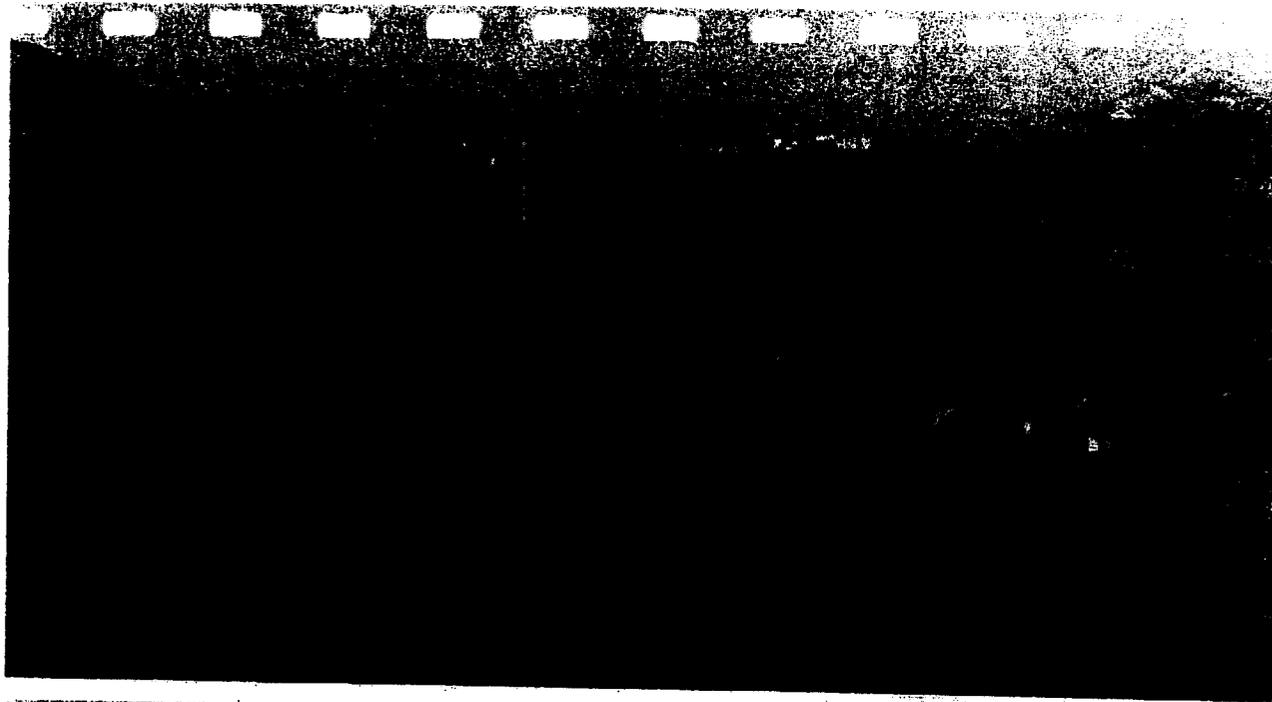
Photo was taken from the Trestles beach access trail looking northeast towards I-5 and the inland San Mateo Valley area. View includes existing I-5 fill section.



SIMULATED POST CONSTRUCTION VIEW

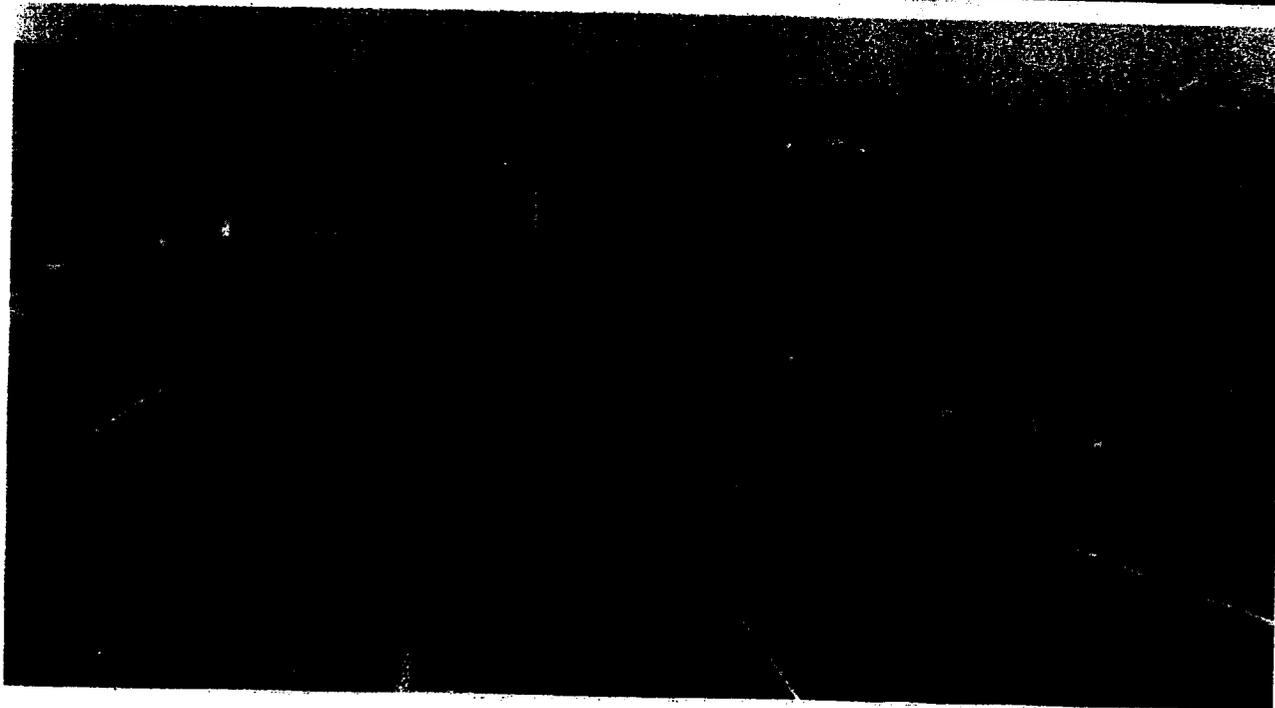
View shows southbound FTC flyway over San Mateo wetlands.

VIEWPOINT B



PRE-PROJECT CONDITIONS

View was taken from water tank hill looking north along Christianitos Road alignment.

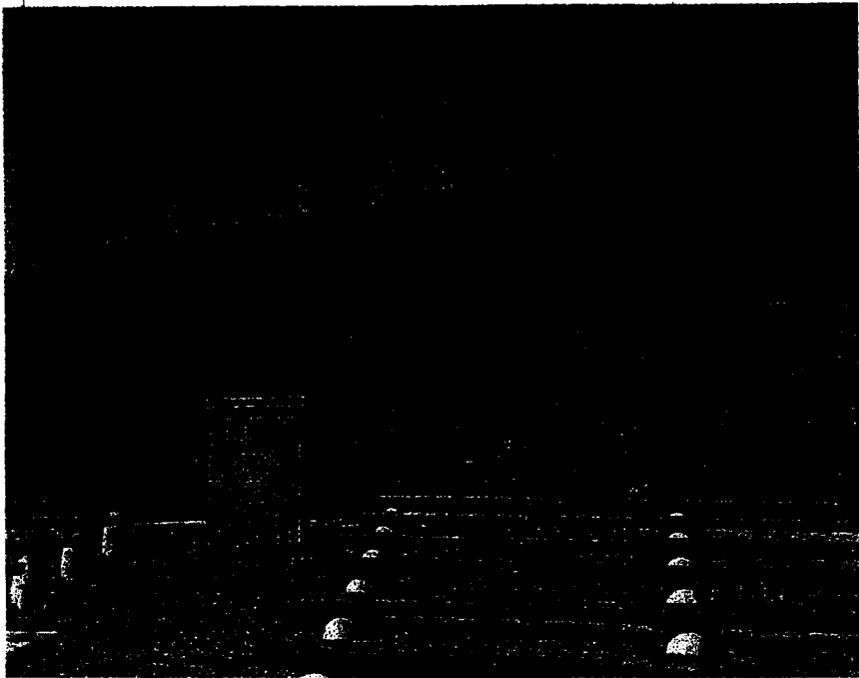


SIMULATED POST CONSTRUCTION VIEW

Simulation shows view from proposed Christianitos Road/FTC overcrossing looking north. View shows:

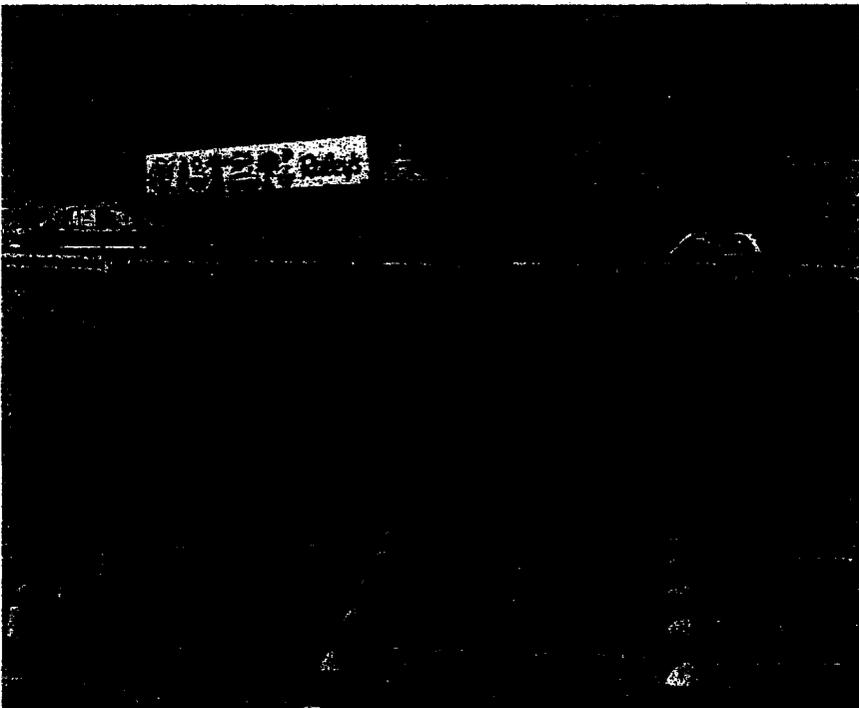
- FTC proximity to campground and alignment along hillsides.
- On-ramp.
- Christianitos Road realignment.

VIEWPOINT C



PRE-PROJECT CONDITIONS

Photo was taken from campfire center at San Mateo campground looking west towards San Clemente boundary.



SIMULATED POST CONSTRUCTION VIEW

View shows Christianitos Road realignment from San Mateo campground campfire center.

VIEWPOINT D



PRE-PROJECT CONDITIONS

Photo was taken from center of San Mateo campground looking west towards campfire center.



SIMULATED POST CONSTRUCTION VIEW

View shows proposed Christianitos Road realignment adjacent to campfire center.

VIEWPOINT **E**

2

Relocation Preplanning Letter Report for San Onofre State Beach

August 31, 1998



*Pete Wilson
Governor*

*Douglas P. Wheeler
Secretary for Resources*

*Patricia J. Megason
Interim Director, Department of Parks and Recreation*

California Department of Parks and Recreation



**RELOCATION PREPLANNING LETTER REPORT
SAN ONOFRE STATE BEACH
FOOTHILL TRANSPORTATION CORRIDOR-SOUTH**

August 31, 1998

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INTRODUCTION

An analysis of the proposed Foothill Transportation's "CP Alignment" impacts on San Onofre State Beach was presented to the Transportation Corridor Agencies (TCA) in August 1997. In summary, that report concluded that this alignment would result in the constructive use of a significant portion of Subunit #1 of San Onofre State Beach. This would impact and fragment it to such a magnitude that this subunit would no longer be of state park quality and should be relinquished to the underlying leaseholder. In order to make the people of California whole for their loss, California State Parks presented a recommendation for real property, cash, and recreational related development to be required of TCA and dedicated to the California Department of Parks and Recreation (CDPR) prior to commencement of project development. (For details and specifics of this referenced assessment, CDPR's August 1997 "Mitigation Assessment of FTC-South Impacts on San Onofre State Beach" along with its "Addendum" of July 6, 1998, and the "Correction and Update of Appendix D" of February 19, 1998 should be consulted.) Subsequent discussions with TCA representatives showed the need for CDPR to provide an additional level of detail in order to facilitate TCA's work in providing a seamless transition for replacement of certain of existing park facilities if the subject alternative were selected. It is the objective of this report to provide this additional level of detail.

SCOPE OF WORK

This report presents preplanning relocation and design criteria and cost estimate information for campground, district office, and maintenance yard relocation at various sites. This includes review of campground areas (including preliminary site evaluations) for at least two locations. The report also includes descriptions of the following: 1. the facilities considered for relocation including San Mateo Campground, CDPR's Orange Coast District office and maintenance yard, 2. potential relocation sites, 3. cost estimates for relocation to candidate sites, 4. constraints analysis for each of the relocation sites (including initial resource impact evaluations), and 5. relocation criteria.

CDPR understands that Transportation Corridor Agencies' (TCA) involvement with this report does not mean acceptance by TCA to provide all the items requested by CDPR as compensation for impacts to CDPR leasehold property.

RELOCATION CRITERIA

General criteria was established to help identify, select, and evaluate relocation alternatives. All criteria are intended to establish a minimum standard of mitigation. Final mitigation should be equal to or better than the existing park facilities that will be impacted by the FTC-South project. The mitigation results should be visible to public park visitors and constituencies. The following is the criteria used in this report:

1. Ownership/Legal Requirements

A. Fee Title

First preference is given to relocating park facilities to sites where CDPR has or may have fee title ownership to the property. In the case of new land acquisitions easements or deed restrictions should be minimized if possible.

B. Lease property

Second preference is given to relocating park facilities to sites where CDPR does not have fee title ownership.

C. Lease Agreement

San Onofre State Beach is located entirely on lands leased from the Department of the Navy. Any relocation sites elsewhere on San Onofre SB must be in compliance with the lease agreement or have the written approval of the Camp Pendleton base commander.

D. California Coastal Commission CDP Requirement

The San Mateo campground was developed as a Coastal Development Permit (CDP) requirement for lost coastal access due to the San Onofre Nuclear Generating Station (SONGS) project. Any relocation or abandonment of San Mateo campground facilities may require review and approval by the Coastal Commission to assure that coastal recreation and access mitigation is still being provided for.

E. Regulatory requirements

Relocation of park or District facilities shall comply with all regulatory requirements of federal, state, or local agencies as applicable as well as any environmental requirements.

2. Location

A. Recreation facilities

All relocated campground facilities shall be sited on coastal park or coastal open space lands with equal value or utility to those found at the San Mateo campground and have direct access to the coast.

B. District administrative and operations facilities

District administration facilities may be relocated off state property if it is necessary to accomplish relocation of San Mateo campground facilities. These facilities should be located on lands purchased for CDPR within four miles of the San Onofre - San Clemente - Dana Point area to maintain district operations effectiveness and accessibility. Some of these existing facilities are located in historic 1930's buildings. These buildings must remain on site but may be readapted to another appropriate use.

C. District maintenance facilities

It would be desirable if District maintenance facilities were at the same location as the District administrative facilities. A separate off-site location will be considered if the district facilities are centrally located to field operations in the Doheny/San Clemente area. Proximity within four miles of the Doheny/San Clemente area is also needed in order to maintain district operations effectiveness and accessibility. Certain specific operations facilities should be located at San Clemente SB or San Onofre SB and they are identified in Relocation Criteria, item 4. "Facility and spatial requirements".

D. San Clemente SB staff residences

CDPR is a participating member of the SONGS emergency plan group. In the event of an emergency at SONGS, it is CDPR's responsibility to evacuate San Onofre SB and San Clemente SB. In order to meet this responsibility, CDPR has established on-site staff residences at San Clemente SB so that CDPR staff will be available to respond to a SONGS emergency event in a timely manner. A minimum of five staff residences must be retained at San Clemente SB in order to meet CDPR's emergency plan responsibilities for SONGS. There are

existing staff residences that are located in five historic 1930's buildings. These buildings must remain on site but may be readapted to another appropriate use.

F. Coastal open space

Replacement of lost open space in Subunit #1 shall be comparable coastal property located in the Orange County coast area.

3. **Access**

A. Public

There shall be direct public trail access from the relocated campground facilities to the ocean. This would be in-kind replacement for the existing coastal trail access from San Mateo campground to Trestles Beach. Relocated park facilities shall comply with Americans with Disabilities Act (ADA) requirements.

B. Operations

Park roads and multi-use trails should be accessible to maintenance and emergency vehicles (12' minimum width). The District maintenance facility must be able to accommodate access by large tractor-trailer vehicles.

4. Facility And Spatial Requirements

The following spatial and facility criteria is based on existing park facilities at the San Mateo Campground and the Orange Coast District headquarters at San Clemente SB. Relocated facilities should equal or exceed existing facilities.

A. Relocation of San Mateo Campground recreation facilities

Listed in this section are campground elements to be considered for relocation to another state park unit (San Onofre SB, San Clemente SB, Crystal Cove SP, or new state park acquisition).

Certain important development elements have not been quantified because they are dependent on site specific situations. Roads and entrance geometrics have not been quantified since specific site conditions determine circulation configurations and dimensions. Safe entrances should allow for adequate acceleration-deceleration lanes (250' minimum length for each), a minimum 10-vehicle stack up space in front of the entrance station, and a vehicle turnaround loop in front of the entrance station. Utility service (sewer, water, electricity, and telephone) connections also vary according to availability and each site situation. Additional space may also be needed for visual and acoustic buffering from surrounding land use and activities.

<u>Description</u>	<u>Quantity</u>	<u>Unit size</u>	<u>Subtotal area</u>
Campsites (Graded site, table w/ cupboard, stove, fire ring, landscaping, 20' x 40' paved parking spur w/ barriers)	161	1,800 sq. ft.	289,800 sq. ft.
300 series combination buildings (Restrooms w/ showers)	5	800 sq. ft.	4,000 sq. ft.
Entrance station (w/ restroom)	1	180 sq. ft.	180 sq. ft.
Campfire center amphitheater (Stage, screen, fire pit, electrical, lecture podium, 110 person seating capacity, pedestrian access trail, 20 car parking area, lighting, and landscaping)	1		
San Mateo maintenance and storage area with sewer system lift station (see on-site relocation of OCD operations facilities section)	1	48,000 sq. ft.	48,000 sq. ft.
Building area subtotal (sq. ft.)		0.2 acres (4,180 sq. ft.)	
Recreation area subtotal (acres)		68.8 acres	
Maintenance/storage area subtotal		1.1 acres	
Total area (acres)		70.1	

B. Relocation of Orange Coast District administration facilities

The following district headquarters facilities may be relocated off state park property (San Clemente SB) if it is necessary for the relocation of campground facilities. These facilities are currently located in several buildings in the District headquarters compound.

<u>Description</u>	<u>Area in sq. ft.</u>	<u>Type of area</u>
District Superintendent	800	Private office
Visitor Services Superintendent	400	Private office
Maintenance Chief	400	Private office
Administrative Chief	400	Private office
Administrative Supervisor	400	Private office
Administrative Support Visitor Services	400	Secured space
Reception Area	520	
Central Files/Archive Storage	1,800	Secured storage
Mail/Copy Room	520	
Conference/Training Room	1,550	Private room
Personnel Functions	1,000	Secured files
Accounting Functions	600	Secured files
Accounting Technician	350	
Property Custodian	350	
Communications/Network Equip. Room	400	Secured room
Restrooms (M/F)	200/200 (each)	
Breakroom/Kitchen	520	
Office space subtotal (sq. ft.)	11,210	
Visitor & Employee Parking (sq. ft.)	8,800	
Total area for District administration (sq. ft)	20,010	

C. Relocation of Orange Coast District operations facilities

The following District maintenance facilities may be relocated off state park property (San Clemente SB) if it is necessary for the relocation of campground facilities. These facilities are currently located in the District headquarters compound. It would be desirable if these district maintenance facilities were at the same location as the District administrative facilities. A separate off-site location will be considered if the following facilities are centrally located to field operations in the Doheny/San Clemente area.

<u>Description</u>	<u>Area in sq. ft.</u>	<u>Type of area</u>
Vehicle service facilities		
Office	400	Indoor secured
Garage bays w/ lifts (2)	1,000	Enclosed
Storage area for tires and parts	1,000	Secured
Wash rack	600	Outdoor
Parking and vehicle storage	5,000	Outdoor
Warehouse/Storage	3,000	Indoor secured
Carpenters shop and lumber storage	1,200	Indoor secured
District storage yard (building materials, portable toilets, park furniture, fire rings, fencing, etc.)	48,000	Outdoor secured
Building area subtotal (sq. ft.)	6,600	
District storage and vehicle yard subtotal (sq. ft.)	53,600	
Total area (sq. ft.)	60,200	

D. Relocation of Orange Coast District operations facilities

The following facilities should be relocated to San Clemente SB or the coastal portion of San Onofre SB.

<u>Description</u>	<u>Area in sq. ft.</u>	<u>Relocation area</u>
Ranger station	1,800	San Clemente/SOSB
Lifeguard headquarters	2,000	San Clemente/SOSB
Secured storage for evidence & ammunition	1,000	San Clemente/SOSB
Landscape Tech. shop & equipment storage	1,000	San Clemente
Maintenance Supervisor's office	900	San Clemente
Corporation yard/fuel facilities/vehicle parking	30,000	San Clemente/SOSB
San Mateo maintenance yard & storage	15,000	SOSB
Building area subtotal (sq. ft.)	6,700	
Yard/storage space subtotal (sq. ft.)	45,000	
Total area (sq. ft.)	51,700	

E. Off-site relocation of San Clemente staff housing

It may be necessary to relocate the mobilehome residences in order to accommodate relocated campground facilities at San Clemente SB. Since the building residences were built by the Civilian Conservation Corps (CCC) in the 1930's, a historical, architectural, and structural assessment of the building

residences is needed to determine continued or alternative use of those structures.

CDPR is a part of the SONGS Emergency Plan. In the event of an emergency, CDPR has required responsibilities for evacuating people out of the San Onofre SB area. To meet this responsibility, CDPR established on-site residences in San Clemente SB (which is within the Emergency Protection Zone) to assure that CDPR staff would be available for SONGS Emergency Plan responsibilities. A minimum of five residences must remain at San Clemente SB to meet this responsibility.

Existing number of staff residences at San Clemente SB
5 building residences
11 mobilehome residences

F. Replacement of Subunit #1 open space

Coastal property acceptable to CDPR of sufficient size, aspect, and recreation potential comparable to the park values lost at parcel #1 shall be acquired in a fee simple dedication to CDPR. It is preferred that a single coastal site that provides these values and opportunities be selected. The replacement property must constitute or be a part of a viable recreation area, be of reasonably equivalent usefulness, location, and serve an existing public outdoor recreation need and community as Subunit #1. The property to be acquired must (following a full market appraisal of the remaining lease at its highest and best use) be of at least equal value and utility. Equivalent public infrastructure including water, sewer, electrical, telephone utility service shall be provided to the site.

5. Potential For Future Expansion

If new land acquisitions are involved, it is desirable that in addition to accommodating the relocation of campground or district facilities, relocation sites have potential areas able to accommodate future expansion in order to meet future recreation or operations needs. This also includes compensation for the Parcel #1 open space lost to the toll road project.

It is preferable that new acquisitions have as few deed restrictions and easements as possible. Furthermore, the desirability of a proposed acquisition will also depend upon how land use and development restrictions (Local Coastal Plans, County General Plans, NCCP jurisdictions, local municipal plans or zoning, etc.) affect CDPR's ability to manage and develop a new land acquisition as a state park unit. Such restrictions or requirements may include permitted building envelopes, land use intensities, circulation or traffic controls, development requirements, etc.

6. Recreation Considerations

Relocation sites should have a rural or natural open space character similar to the San Mateo campground in order to retain a similar recreation experience. This is especially important for interpretive programs and facilities such as the campfire center amphitheater and interpretive nature trail.

If relocation facilities are to be added to an existing state park unit (such as San Onofre SB subunit #3, San Clemente SB, or Crystal Cove SP's El Morro area), the

resulting quantity or intensity of development at the relocation site should not diminish the quality of recreation experience for the visitor. In other words, a certain quantity of recreation facilities (determined by relocation objectives) should not be forced into an available relocation site at the expense of providing a quality recreation experience or facility.

7. **Resource Considerations**

Relocation alternatives shall avoid adverse resource impacts at the relocation sites as much as possible.

A. Cultural resource considerations

Adverse impacts on cultural resources at relocation sites should be avoided or mitigated.

Historic Structures: If a relocation proposal involves historic structures, such as those found at San Clemente SB, a Public Resources Code (PRC) 5024 project evaluation will be required. Structural treatments, mitigation, alternative adaptive uses, site plan restrictions, or additional investigation may be identified in that evaluation. As a part of preparing a 5024 project evaluation, a Historic Structures Recordation Report and a Landscape Survey Report need to be completed. These reports are inventory surveys that identify and describe any historic structure or site features that may be found on a proposed project site.

Archeological/paleological resources: Relocation sites should be surveyed to determine if there are any archeological or paleological resources. Evaluations can then be made on how the feasibility of specific relocation alternatives is affected. Cultural resource investigations or surveys of alternative relocation sites will need a PRC 5024 project evaluation.

B. Natural resource considerations

Relocation sites should have access to coastal natural resources similar to those found at the San Mateo campground and Subunit #1 areas. Visitors to the relocated campground facilities should have access or views of habitat areas, wildlife, and other natural features in the same manner as at San Mateo campground.

Relocation sites should be suitable in terms of site stability (geology, soils, hydrology, etc.). Adverse impacts on natural resources at relocation sites should be avoided or minimized if possible. If habitat mitigation (coastal sage scrub, riparian, etc.) is required at a relocation site, that should be included as a part of relocation costs.

C. Aesthetics, viewsheds, noise, etc.

The previous submitted "Mitigation Assessment of FTC-South Impacts on San Onofre State Beach" report (August 1997) emphasized the uniqueness of the San Mateo campground setting and recreation experience. The search for suitable relocation alternatives should strive to match or surpass the aesthetic values found at Subunit #1. If possible, the relocation sites should have the same expansive quiet rural or natural open space character that is presently found at San Onofre SB, Subunit #1 (see August 1997 Mitigation Assessment Report, Appendix A "Spirit of Place").

8. Operational Considerations

A. Visitor use

There should be no disruption of the availability of public recreation facilities throughout the implementation of the FTC-S project. All relocated or mitigation recreation facilities should be completed and available for use by the public when construction in the San Mateo campground vicinity begins.

B. Park operations and maintenance

District operations: FTC-S implementation activities shall not disrupt District operations and maintenance functions. If relocation of District facilities is required to accomplish recreation facility relocation, there shall be no time gap in the availability or use of District facilities (existing or relocated facilities).

Utilities: Full utility service connections (sewer, water, electrical, and telephone) should be available at all relocation sites. If utility district annexation or buy-in costs are required, those costs should be included as a part of the mitigation. There should be no net increase in utilities service costs at the relocated facilities over what current utilities costs are at the existing park facilities.

Fire protection and mutual aid agreements: The availability of fire protection services at the relocation sites will be a factor in determining their acceptability. This includes the availability of and conditions for mutual aid agreements with fire protection and law enforcement agencies.

Radio communications: The ability to establish radio communications with the rest of district operations will be a consideration. This can be problematic in areas with significant topography (deep coastal canyons, high ridges, etc.). It may be necessary to install a radio repeater station.

9. Economic Considerations

A. Operational costs

If relocation of the District headquarters office and maintenance facilities is required, relocation of those facilities to a site that is central and close to the San Onofre SB, San Clemente SB, and Doheny SB units is essential for cost effective operations.

Municipal sewer connections for any relocation site will reduce park maintenance costs. Currently, there are municipal sewer connections at the San Mateo campground and at San Clemente SB. San Onofre SB's "Bluffs Area" campground facilities use sewer vaults that have to be regularly pumped out.

B. Revenue

If there is a time gap between the closing of the San Mateo campground and the availability of new relocated campground facilities, CDPR should be compensated for lost revenue during the time gap.

10. Political Considerations

As relocation alternatives are more clearly delineated, political factors need to be identified and assessed when determining a relocation proposal's feasibility. Local constituencies, supporters, and special interest groups should be identified in this process. A project with FTC-South's significance should provide these groups as well as the general public with opportunity for input through hearings, meetings, or

workshops. Any relocation plan must be in compliance with a Local Coastal Plan (LCP) or other local planning (county/city General Plan).

11. CDPR Resources Required To Implement Agreed Upon Mitigation

There should be no net increase in costs to CDPR for planning, coordinating, and responses during the course of future mitigation/negotiations for the FTC-South project proposal. CDPR should be compensated for any reports, studies, surveys, site planning, information gathering, public involvement activities, responses to elected officials, or staff time incurred by the FTC-south project. It may be necessary to fund a CDPR full time limited term position to be able to perform the necessary workload and represent CDPR interests on these issues. CDPR is not requesting funding for actions we undertake as a part of our responsibilities under CEQA or NEPA.

FACILITIES CONSIDERED FOR RELOCATION

The following are descriptions of state park facilities that may be relocated because of direct or indirect impacts from the FTC-South project.

1. San Mateo Campground

The 161 unit San Mateo campground is located in Subunit # 1 of San Onofre SB. Facilities include an entrance station, five combination buildings, a campfire center amphitheater, interpretive panels, an interpretive nature trail, trail access to the beach at Trestles, a maintenance/storage area, a sewer lift station for connection to the City of San Clemente, as well as mature campground landscaping. Project cost of the campground (including A & E) in 1989 was approximately \$4.8 million. The approximate area of the existing San Mateo campground is 69 acres.

2. Orange Coast District Headquarters Office

The existing district headquarters office is located in a rehabilitated historic adobe building at San Clemente SB. In the event that San Mateo campground facilities are moved to San Clemente SB, it may be necessary to relocate the district headquarters offices to a new off-site location in order to accommodate campground relocation plans. Since the building is an historic adobe, it cannot be moved. Adaptive re-use of the building such as a visitor center may be an appropriate action. There are also eight other structures at San Clemente SB that have historic significance. A historical evaluation will be needed to determine how to site relocated campground facilities so that historic structures are not adversely affected.

3. Orange Coast District Maintenance Facilities

The existing district maintenance facilities are located adjacent to the current district offices in San Clemente SB. As with the district offices, it may be necessary to relocate the district maintenance facilities to an off-site location in order to accommodate campground relocation plans. Certain maintenance facilities need to remain at San Clemente SB or San Onofre SB to insure their efficient and continued operation (these are listed in "Relocation Criteria, 4D. Facilities And Spatial Requirements, Relocation of Orange Coast District operations facilities").

4. Other Facilities: San Clemente Staff Housing

In addition to the existing district office building and maintenance facilities, relocation alternatives may affect other buildings located in the eastern portion of San Clemente SB adjacent to the district office. These buildings are currently used for district functions and staff housing. Several of these buildings were constructed in the 1930's by the Civilian Conservation Corps (CCC) and may be considered historically significant. Buildings determined as historical may have to be kept intact at their existing locations. There also are 11 mobilehome staff residences that may be affected by relocation alternatives. If campground facilities are added to San Clemente SB, relocation of the mobilehome residences will need to be provided.

POTENTIAL RELOCATION SITES

The following are descriptions of potential relocation sites that C DPR has considered so far. As previously noted, C DPR does not want to diminish the quality of recreation experience or facilities. While the following sites have been considered, no doubt others exist. C DPR considers it the obligation of TCA, if the CP Alignment alternative is selected, to take the responsibility for identifying and securing suitable locations acceptable to C DPR.

1. Campgrounds

San Clemente SB

This 110 acre coastal state park unit contains 85 family campsites, 72 RV campsites, and group use area. There is an existing trail that provides access to the beach from the campground. In addition to recreation facilities, this park unit also contains the Orange Coast District administration and maintenance facilities as well as 19 residences for park staff. Some or most of the District facilities and residences may have to be relocated in order to implement a campground relocation alternative. San Clemente SB is located approximately 2.8 miles from the San Mateo campground.

One potential relocation alternative would add San Mateo facilities to existing San Clemente SB campground facilities. The initial review for this report indicates that there may be up to 18.7 acres available for relocated campground facilities. An estimated 30 mitigation campsites with associated development could be added to the existing campground development. Site planning studies are needed to determine more definitive numbers and optimum layout. The estimated relocation acreage requires the relocation of District administration and maintenance facilities and 11 mobilehome staff residences out of San Clemente SB. The district headquarters building is an historic adobe building built by the CCC's in the 1930's and shall be left in place. This building could be adapted as a camp store concession or visitor center. There are 8 structures near the district headquarters building that were also built by the CCC's. Currently, three of these are use for district functions and five are used as staff residences. These buildings will also remain on site.

Another potential relocation alternative would involve the complete reconfiguration/redesign of San Clemente SB. This approach could result in improving the quality of overall park facility layout while allowing for the addition of an appropriate quantity of relocation facilities. This alternative, however, would

require the loss of available campsites and recreation use during redevelopment construction.

San Onofre SB, Subunit #3 “the “Boneyard” and existing Bluffs Campground

Subunit #3 is located on the coast just south of the San Onofre Nuclear Generating Station (SONGS). This coastal terrace area is currently used as a park storage area. Assuming a 200-foot setback from the bluff edge and a 100-foot setback from the SONGS boundary, there is approximately 9.6 acres of coastal terrace in the “Boneyard” area that may be available as a campground location. Site investigation is needed to determine how much coastal sage scrub habitat is affected. More importantly, current geologic stability evaluations of the coastal bluffs will be an important factor in determining the feasibility of relocating campground facilities here.

In addition to the relocation of facilities to the “Boneyard”, another mitigation alternative that CDPR has considered for this area would be improving the quality of existing recreation facilities and experience in the “Bluffs Area” campground, especially between beach access trails number 1 and number 6. Some of these improvements include (but are not limited to) full utility service including municipal sewer connections, redesign of the campground layout to provide individual sites with more space/privacy, new campsite/day-use furniture, a coastal pedestrian and bicycle trail for reducing existing circulation conflicts. This could also include a soundwall between the campground and Interstate Highway 5 and the railroad line.

Crystal Cove SP, El Morro Area

This 2,791 acre coastal state park unit is located in Orange County between the communities of Laguna Beach and Newport Beach. CDPR intends to convert the existing El Morro mobilehome area to park use and facilities as called for in the General Plan. The General Plan proposes a 60-unit campground on a coastal bluff in the El Morro area overlooking Pacific Coast Highway and Moro Beach. CDPR anticipates that there will be a reevaluation of the General Plan recommendations, as a part of preparing the El Morro area for public use conversion, to assure the highest and best public use for the El Morro area. Development of more than 60 campsites in the area would require a general plan amendment.

The entire El Morro area is on a septic sewer system that is at maximum capacity. Any conversion of the El Morro area to park use would have to provide for new municipal sewer connections. An existing arch culvert under Pacific Coast Highway provides access to Moro Beach from the potential inland campground area.

A 294-unit mobilehome park whose master lease will expire on December 31, 1999 currently occupies the site. The mobilehome park residents are attempting to obtain a lease extension and continue occupying the area. Any conversion of the El Morro area to park development and use depends on resolution of the lease issues. CDPR cannot predict with certainty, when El Morro will be available for conversion to public use.

Marblehead

This coastal bluff site (250+ acres) is located between Dana Point and San Clemente SB. It is on the inland side of Pacific Coast Highway and adjacent railroad tracks. The beach in front of the property is in private ownership and is occupied by a trailer park but there is a local public beach nearby within walking distance. Currently, it is privately owned and is zoned and permitted for residential and commercial development.

Dana Point Headlands

This coastal bluff site (160-170 acres) is located immediately west of Dana Point Harbor. It is a significant headlands promontory feature along the coast. Within the Dana Point area, it is one of the few natural open space areas with coastal views along Pacific Coast Highway.

2. District Office

Locations to be determined in future investigations and relocation planning.

3. Maintenance Yard

San Onofre SB, subunit #4

This is the existing maintenance and storage area for the coastal portions of San Onofre SB. The coastal terrace area immediately south of the storage area could be developed as a new maintenance area extension.

San Clemente SB

San Clemente SB's existing maintenance facilities serve both the Orange Coast District and the park unit. The main district maintenance facilities may be relocated off site if it is necessary. There are certain maintenance facilities, however, that should remain at San Clemente SB or be relocated to San Onofre SB. These facilities are identified in "Relocation Criteria, 4D. Facilities and spatial requirements; Relocation of Orange Coast District operations facilities".

4. Other Facilities

San Clemente staff housing should be located within three (3) miles of San Clemente SB so that relocated staff can remain within the SONGS Emergency Protection Zone be available to provide backup assistance on Emergency Plan responsibilities.

PREPLANNING COST ESTIMATES FOR RELOCATION TO CANDIDATE SITES

Includes costs for: Relocation of existing facilities, demolition of existing facilities, preparation of new site, new site and facilities development, architectural and engineering (A & E) services, project/construction management services.

1. Campgrounds

Preplanning cost estimates were based in part on the cost of the San Mateo campground construction in 1989. That cost (obtained from the Division of the State Architect) for construction, contingencies, architectural and engineering design services, as well as construction management was \$4,711,564. Dividing that

figure by 161 campsites results in a cost of \$29,264 per campsite. A 20% inflation and escalation factor (2% per year for the 1989 to 1999 period) was added. This increases the replacement amount per campsite to \$35,000 per campsite in today's dollars. The cost per campsite includes all development costs to establish the San Mateo Campground from an undeveloped parcel of land. This includes site clearing and grading; site drainage; internal site utilities; campsite development with facilities; restrooms with showers; roads and trails; entrance station and entry development; landscaping and irrigation; interpretive facilities; fencing and gates; refuse collection facilities; and signage. Itemized cost figures are not available from the Division of State Architect.

In initial project planning, preliminary cost estimate information is sometimes used. This information is based on an average of park projects compiled statewide. This guideline, which was updated in 1989, identifies an estimated cost of \$27,000 for a family campsite. This includes the construction cost of each site as well as architectural and engineering design services, a proportional share of operations facilities, internal roads and trails, full utilities service (water, sewer, electrical, etc.), and contingencies. If this figure is adjusted for inflation and escalation factors, this estimate figure will increase to \$32,400 per campsite in today's dollars. Attempts were made to obtain other coastal campground project costs for comparison but there has been very little new coastal campground development within the last twenty years. The only other recent new coastal campground construction was at Wilder Ranch State Park in Santa Cruz County. That development was a hike-in campground and is not comparable to the San Mateo campground. Most of the Department's campground projects in the last 20 years have been facility rehabilitation projects.

2. Orange Coast District Office And Maintenance Facilities

A real estate survey (using the information from the "Facilities And Spatial Requirements" section) of the southern Orange County coast area is needed to determine the availability and current cost of suitable commercial office space and real estate for relocated District facilities. In addition to this, the costs for moving personnel, furniture, equipment, vehicles, supplies, and other District materials needs to be included in any mitigation solution.

3. Other Facilities

A real estate survey of the southern Orange County coast area is needed to determine the availability and current cost of replacement residences for relocated San Clemente staff residences. If residence relocation is necessary, the costs for moving residents, their possessions, and (if applicable) their mobilehomes must also be included as a part of the mitigation solution.

If soundwalls are considered for any relocation alternatives, \$100.00 per lineal foot for a ten-foot high reinforced concrete block wall can be used for estimating purposes. This is based on a unit cost of \$10.00 / sq. ft. for construction, engineering design services, and construction management.

4. Relocation Site Mitigation Costs

A mitigation cost of \$50,000/acre shall be used for impacted Coastal Sage Scrub vegetation/habitat (CSS). The source of this amount is the Coastal/Central NCCP in lieu fee mitigation amount.

Historical structure or archeological/paleological mitigation requires specific site evaluation. Cultural mitigation costs are difficult to estimate until the resource is identified and mitigation is determined.

5. General Plan Amendments

For each park unit: \$250,000 for each amendment. Estimated time to complete each general plan amendment is 9 to 12 months. Potential relocation alternative scenarios could include more than one general plan amendment depending how many state park units are involved. Any general plan amendments needed for proposed mitigation would be added to the Department's general plan workload schedule.

6. NEPA/CEQA, Agreements, Permits, And Approvals

NEPA/CEQA compliance, sewer service agreements, coastal development permits, NCCP agreements or approvals, and other federal, state, and local regulations will need to be obtained or complied with. CDPR staff time (Orange Coast District with technical assistance from the Southern Service Center, Resource Management Division, or Planning, Acquisition, and Environmental Design Division) would be needed to secure these agreements and permits to implement the campground relocation. If any relocation alternative affects a historic structure(s), review by the State Historic Preservation Officer (SHPO) will be required. CDPR is not requesting funds for actions we undertake as a part of our responsibilities under CEQA or NEPA. For other regulatory compliance, studies, investigations, or agreement processes, it may be necessary to fund a CDPR full time limited term position to be able to perform the necessary workload and represent CDPR interests on these issues. Estimated time to complete regulatory reviews and compliance as well as agreement processes is 6 to 12 months (some of these processes may be able to occur concurrently during a General Plan Amendment process).

ANALYSIS OF POTENTIAL RELOCATION SITES

This is an evaluation of specific constraints of each individual relocation site. This includes: development requirements (utilities, road/access improvements, potential site mitigation), accessibility (public, operations, disabled), suitability for proposed park facilities, physical/legal site constraints, ability to accommodate future needs or expansion. If not state property, what is site availability and what entitlements, permits, and approvals are needed? Are there any public constituency, local special interest groups, or political considerations?

1. Campground

San Clemente SB

San Clemente SB can accommodate some additional recreation development. Relocation of campground facilities to this existing developed park unit will likely require the off-site relocation of district administration and maintenance facilities as well as staff mobilehome residences. Site study schematic plans should be prepared

to determine potential layouts, actual quantities of relocated facilities that could fit into the existing site, and reconfigurations of existing development. Careful consideration should be given so that relocation alternatives do not increase the intensity of recreation development to a point that the quality of recreation experience for the San Clemente SB visitor is significantly degraded. Relocation of the San Mateo campfire center amphitheater to San Clemente will provide more adequate group facilities than what currently exists at San Clemente.

If campground facilities are relocated to San Clemente SB, the existing entrance road should be redesigned to accommodate entry access by more vehicles. The increase in campsites will create more vehicle stackup in front of the entrance. During the high visitation days this will cause long lines of vehicles waiting to enter the park to back out into the local street system. This creates a safety and traffic hazard.

Relocation of campground facilities to San Clemente SB will involve issues concerning historic structures because of the need to relocate District offices and maintenance facilities. Careful site planning is required to avoid any adverse impacts on historic structures.

There are rare plant and weed problems on certain portions of the property which may need to be addressed (depending on the nature and scope of the campground relocation proposal). There are also site drainage and bluff erosion problems on the seaward portions of the property.

Currently there is a buffer space between existing campsites and the traffic noise from Avenida del Presidente and the Interstate 5 highway. If relocated campsites are added, this buffer space will no longer exist because it is needed for campsite relocation. A sound wall running the length of the park boundary should be provided in order to mitigate noise impacts on San Clemente campsites.

It is not known if there would be any opposition (from the adjacent residential neighborhood) to increasing the intensity of recreation development at San Clemente SB.

San Onofre SB, subunit #3:

The "Bone yard" site is a coastal terrace area, which could accommodate some new campground development. One negative aesthetic aspect is that there is a very prominent view of the San Onofre Nuclear Generating Station. Current beach access is about a one and half mile walk away. Since there is coastal sage scrub vegetation on the site, NCCP mitigation will be required. A cultural survey is needed to determine if there is any evidence of archeological or paleological resources.

Recent events at the nearby Echo Arch area have raised concerns about the geologic stability of the bluffs area along the San Onofre SB coastline. This is due in part to drainage from off site sources and natural coastal processes. Geologic evaluations of the coast are currently in progress to determine the near and long term effects and what it may mean for recreation use in this area. This is a very popular recreation destination in Southern California and there will be many constituents who will strongly support continued coastal recreation use and access to this area.

Crystal Cove SP, El Morro area

There is good site potential for campground development at the El Morro area. The campground area identified for El Morro is currently a terraced mobilehome park. Conversion to an RV campground would be very feasible since all of the utility infrastructure already exists. Improving the existing sewer system with a municipal sewer connection, however, will be essential since the existing system is old. Each of the campsites would have a blue water view of the ocean. If more than 60 campsites are relocated here, the additional campsites could be located below the terrace in the valley section next to Moro Creek. Campground and day use visitors would have pedestrian access to Moro Beach as well as the park's inland Moro Canyon watershed and Newport Coast open space lands.

CDPR is currently dealing with planning and political issues that will affect the future of the El Morro area. One of these issues is the potential expansion of the El Morro Elementary School that is adjacent to the proposed campground area. This issue has not yet been resolved.

Although the existing master lease is due to expire on December 31, 1999, CDPR expects that the current tenants will attempt to obtain a lease extension or a new long-term lease. This may affect the timing on the availability of El Morro for conversion to public use.

There are also some local groups who do not want any change to occur at this park.

Marblehead

There is good potential for campground development on this coastal open space parcel. There is no public beach access except to "North Beach". The property has at least one steep undevelopable canyon. This could provide some valuable habitat. Resource evaluations are needed to determine extent of known resource sensitivities.

The off ramp from the Interstate 5 highway is partially constructed according to informed Caltrans sources and local interests want the Marblehead developers to pay for completion of the off ramp. The charge against the Marblehead project for completion of off ramp development will be about \$1.5 million. A new railway station provides rail service for this area.

The parcel however is zoned and has already secured permits for residential and commercial development.

This property was not certified in the Local Coastal Plan (LCP). The LCP must be amended to designate this site for park purposes. A Coastal Development Permit (CDP) must subsequently be secured for actual park development. Both of these items must be obtained from the Coastal Commission.

Dana Point Headlands

Although this is a coastal open space parcel, there may be limited developable areas because of topography. This site has problems with geologic instability. This season there was a major slide on a seaward bluff face. Resource evaluations are needed to determine extent of known resource sensitivities. A local special interest group opposes any development on this parcel.

Further investigation is needed to determine if an LCP Amendment and/or CDP is required for establishing and developing this parcel as a state park unit.

2. District Office

The current location of District headquarters facilities at San Clemente SB facilitates efficient District operations due to its close access to existing park units (San Clemente SB, San Onofre SB, and Doheny SB). Any off site relocation of the District headquarters office needs to be in similar close proximity so that there is no loss in operations efficiency and access. Identification of specific relocation alternatives is needed for further evaluation.

3. Maintenance Yard

As with the District office, relocation of the District maintenance facilities to a central site is essential to continuing efficient District operations. Identification of specific relocation alternatives is needed for further evaluation.

San Clemente SB

The maintenance facilities identified in the facilities and spatial requirements section to remain at San Clemente SB, are those that are needed specifically for San Clemente SB operations.

San Onofre SB, Subunit #4

Relocation of maintenance and storage facilities from San Mateo and/or San Clemente to the San Onofre SB, Subunit #4 storage area is possible. This will involve expanding southward from the existing storage area. A potential expansion area of approximately 4.5 acres from the existing storage area will impact existing coastal sage scrub vegetation. If this is the case, NCCP mitigation will be required.

4. Other Facilities: Staff residences

Alternatives for staff residences need to be identified before any evaluations can be made.



Juanefio Band of Mission Indians Acjachemen Nation

Tribal Council

Damien Shilo-Chairman Alice Lopez-Sainze-Vice Chair
Christopher A. Lobo-Secretary/Treasurer
Fran Yorba-Member at Large Andrea Cole-Member at Large

August 6, 2004
3:00PM (PST)

REC'D AUG 06 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA. 92618-3304

Re: *South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Phase I Archaeological Inventory*, prepared by Greenwood and Associates and the *SOCIIP Draft EIS/SEIR*, Executive Summary, Section 4.16 of the EIS; Section 7.17.2 of the EIS; and Section 8.16 of the EIS.

The Juanefio Band of Mission Indians, Acjachemen Nation (the "Tribe"), a State-recognized Native American Indian tribe, and the indigenous people of Orange County and surrounding areas including but not limited to the proposed project areas, submit the following comments to the South Orange County Transportation Infrastructure Improvement Project (*SOCTIIP*) on the above referenced *SOCIIP* Draft ("EIS/SEIR")

After review by the Tribal Council of the Tribe (Damien Shilo- Chair, Alice Lopez-Sainze- Vice Chair, Christopher A. Lobo-Sec./Tres., Fran Yorba-Member at Large, Andy Cole- Member at Large we find the EIS and Technical Report provide insufficient factual evidence for conclusions concerning the archaeological and cultural resources that will be destroyed by project implementation. Most disturbing is the lack of recognition of the significance of the San Mateo Archaeological National Register District and lack of direct tribal consultation with the listed Tribal Government who represent living descendents of the village site of Panhe (the project area). It is further evident that substantial documentation listed as the site being important to the tribe is left out of all parts of both the Technical Report and the EIS.

O26-1

The proposed Project as it relates to the described areas will have numerous significant impacts to cultural resources located within the Project area as stated in the Draft EIS/SEIR. An Acjachemen Village, Panhe, designated archaeological site, is within the Project area and will be significantly impacted. Acjachemen burials are located on this site within the Project area and have the potential of significant adverse impacts.

O26-2

RE: South Orange County Transportation Infrastructure Improvement Project

The Acjachemen Village of Panhe (CA-ORA-22) is located in the San Mateo Archaeological District, is a Registered Resource in the NRHP, and is a significant cultural resource and property to the Acjachemen Nation that will be significantly and adversely impacted by the proposed project.

O26-2

- Let it clearly be defined and acknowledged that in sections ES.6.18.3. of the report states that "...all the SOCTIIP build alternatives are assumed to result in potentially significant adverse impacts under CEQA related to archaeological and historic resources that cannot be mitigated to below a level of significance." The tribe concurs with this statement and believes that adverse impacts will be unavoidable.
- Section 4.16 does not mention this National Register District, despite its significance. The discussion of sites listed on the National Register of Historic Places, and the summary tables, are misleading.
- The San Mateo Archaeological District is not one site, as stated in the document and tables, but consists of seven archaeological sites, each of which is a contributing element to the National Register District. Since the document measures significance of impacts for a particular alternative by the number of sites that would be impacted, minimizing the number of National Register properties is a strategy that appears to be designed to select a particular alternative.
- There is no discussion in the EIS about TCPs, or about the status of Panhe as a TCP. Panhe is listed by the Native American Heritage Commission as a Sacred Lands site. National Register Bulletin 38 has substantial guidance on evaluating TCPs, and should have been used by the consultant in their evaluations.
- The "Request for Determination of Eligibility" for the San Mateo Archaeological District, encompassing sites ORA-22, SDI-4284, SDI-4535, and SDI-8435 (Romani 1981), provides important information about the site ignored by the EIS preparers. There are 11 additional cultural places that are eligible for the NRHP that will be significantly and adversely impacted by the proposed project.
- There are numerous documented burials within the study area that will be significantly and adversely impacted by the proposed project.
- There are prehistoric burial grounds and established reburial grounds within the study area that will be significantly and adversely impacted by the proposed project.

O26-3

O26-4

O26-5

O26-6

O26-7

O26-8

O26-9

RE: South Orange County Transportation Infrastructure Improvement Project

- The Acjachemen Nation requires direct consultation under Section 106 of the NHPA with the Lead Agencies and the CA SHPO to enter into the agreement process to preserve Acjachemen NRHP Registered and eligible sites, burial grounds, traditional cultural properties, and cultural and historical resources. O26-10
- The Acjachemen Nation requires direct involvement in mitigation measures especially Measure AR-4 and the addition of a mitigation measure featuring Acjachemen Native American monitors during ground disturbance and construction activities. O26-11
- Public accessibility to currently isolated archaeological sites will allow the possibility of and subject to robbing of graves and traditional cultural properties. O26-12
- The Acjachemen Nation has not yet been contacted or engaged in dialogue with the Lead Agencies regarding this proposed project and is requesting immediate conference with the Lead Agencies to resolve potential significant, adverse, and irreversible impacts and damage on Acjachemen, Federal, and State historic, cultural, and archaeological resources. O26-13

The Juanefio Indians believe this to be a sacred area; Greenwood and Associates (pg.4-8 through 4-9) quote Romani (1981) at length in their ethnographic section:

1. Panhe was the location of the first close contact between our Tribal people and Europeans, when Spaniards of the Portola expedition camped at a spring in the vicinity during July 1769. Prior contacts had been limited by the fact that the Spanish were traveling at sea by ship. The contact event is memorialized from the white perspective as the occasion for the "first baptism in California."

2. A burial was discovered during construction, and was preserved essentially *in situ* by Caltrans and the Juanefio. The Tribes traditions hold places of burials to be sacred, and their beliefs do not allow for the removal of human remains or any associated personal belongings from their original place of interment. The Tribe considers it inevitable that there are additional burials on the site, increasing its sanctity. O26-14

3. Earliest mission records document that Tribal (Juaneno) people from Panhe were among the largest population of Indians to be taken from their homes for the purpose of constructing the Mission San Juan Capistrano and developing the ranches of the are....The descendents of the Juanefio people from the village of Panhe are even today still active members and leaders (Tribal Council) of the tribe both culturally and politically.

RE: South Orange County Transportation Infrastructure Improvement Project

4. As the physical location of a village within the Tribes traditional tribal area, it is essential evidence of our culture and has significance distinct from any scientific value it may or (because of historic disturbance) may not have. The Tribe recognizes this site as sacred to our people and will be adversely affected by all proposed plans. This location remains current with demonstration of activity with the Tribe and Camp Pendleton Marine Corps Base through access, ceremony, song and education. The known presence of burials at the site elevates its importance beyond any possibility for impact mitigation.

O26-14

Native American consultation did not include descendents of Panhe, or the listed (above) Tribal Council, nor did it recognize that the NAHC has listed it as a Sacred Lands site. Consultation should be reinitiated with knowledgeable Native America descendants from Panhe and consultants familiar with tribal issues.

O26-15

As an internal Tribal government matter but relevant to the Project, former tribal member/individual Mr. Belardes was removed from tribal membership several years ago (1997) and is not authorized to speak on behalf of or to represent the Tribe. He **currently holds no elected or appointed position** with the Tribe and is identified as an **Individual and/or Former Tribal Member**. Also as an internal tribal governmental matter The Tribe's approved constitution does not provide for a "chief." There are more than 2,700 members of the Tribe, many of which are descendants from or living in the surrounding areas known as the proposed project area, who expressly do not recognize Mr. Belardes as chief, Chairman, or in any other official capacity inclusive of a Most Likely Descendant as it relates to the Tribe or this project.

O26-16

In closing, we the tribe remain firm in exercising our sovereign rights in protecting our people while preserving our few remaining sacred sites and cultural resources. Defined relevance of tribal relations to this land is well documented and is actively alive today through its descendents. The projects alternatives as it is demonstrated stands as a potential catastrophic event to the people of the State of California, Orange County, San Diego County and the indigenous people of the lands of Panhe, The Juaneño Band of Mission Indians, Acjachemen Nation

O26-17

Respectfully,



Christopher A. Lobo
Secretary/Treasurer, CFO
Juaneño Band of Mission Indians,
Acjachemen Nation

CC: Marine Corps. Camp Pendleton
Native American Heritage Commission (NAHC)
California State Historic Preservation Officer

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STEVE CASE, CB Richard Ellis

TRACY COOMBE, Stirling Enterprises

SCOTT FARR, Rothstein Kass

DIRK A. GEIGER, US Bank

MI ANYON HALLEM, Hanatt, Phelps & Phillips, LLP

ERIK M. HANSEN, Lennar Partners

JINISON, First American Title Insurance Company

JANLEY W. LAMPORT, Cox, Castle & Nicholson LLP

CHARLES C. METTE, Chicago Title Company

HERMINEH PAHOANAHANS, Ernst & Young LLP

JEFF REESE, C.J. Segerstrom & Sons

MELA SAPIETTO, Sapetto-Government Solutions, Inc.

S. AMOS SMITH, Johnson Capital

DEDE SOTO, Boeing Realty Corporation

JIM STRADTMAN, Zuvich Cannon Associates

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GERALD O. YAHR, The Koll Company

August 6, 2004

REC'D AUG 06 2004

RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
Transportation Corridor Agencies
125 Pacifica
Irvine, CA 92618-3304

Re: Foothill-South EIS/SEIR

Dear Ms. Cleary-Milan:

On behalf of the Southern California Chapter of the National Association of Industrial and Office Properties (NAIOP), we are pleased to have the opportunity to review and comment on the Foothill-South EIS/SEIR. NAIOP represents over 700 member companies in Los Angeles and Orange County and is recognized as the leading forum for commercial real estate in this area.

NAIOP supports efforts to increase mobility within our region through continued transportation system improvements and increased transportation alternatives. We believe that facilitating the movement of people and goods, while minimizing congestion and impacts to air quality and communities should be a primary goal. NAIOP supports the Foothill-South extension and the completion of the Foothill Transportation Corridor because it serves this goal.

NAIOP recognizes that the extension of the Foothill Transportation Corridor and its linking with Interstate 5 at the Orange County and San Diego County boundary provides for population and traffic growth over the next 20-25 years. I-5 congestion through San Clemente, San Juan Capistrano and Mission Viejo is already at high levels, especially during weekends. The Foothill-South connection will provide much needed relief and an essential north-south alternate emergency route in the event of natural disasters or other emergency events.

NAIOP applauds the Transportation Corridor Agencies in its efforts to provide alternatives that protect the environment and minimize impacts to natural habitat and species. We also commend your efforts to minimize

Ms. Macie Cleary-Milan

Page 2

disruption to existing homes and businesses. While each of the six build alternatives has advantages and disadvantages we believe the FAR EAST alternatives should be considered as providing the best balance between performance, cost and environmental protection.

O27-1

NAIOP commends you and the Transportation Corridor Agencies for your efforts to complete this much needed transportation link. We support your efforts to plan design improvements that will protect our environment and mitigate disturbances while minimizing impacts to residents and businesses within the improvement areas.

We thank you for considering our comments and our organization looks forward to working with you.

Sincerely,

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

Larry Harmsen
President



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

August 6, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 06 2004

Subject: Draft EIS/SEIR for South Orange County Transportation Infrastructure Improvement Project (SOCTIP)

Dear Ms. Cleary-Milan:

The Automobile Club of Southern California supports the completion of the Orange County toll road system by extending the Foothill Transportation Corridor from its current terminus at Oso Parkway to the I-5 freeway (commonly known as Foothill South). We believe that the proposed project is needed to maintain and improve mobility and safety for current and future residents, businesses, and visitors in south Orange County.

Traffic congestion on I-5 in south Orange County is severe now, and its getting worse every year. Continuing growth in Orange County's population (which is expected to increase by another 550,000 over the next 15 years) and increased inter-regional trips require new and improved transportation facilities, like Foothill South. Without Foothill South, traffic volumes on I-5 are projected to increase dramatically, with a 60% jump in the San Clemente area by 2025. This increase in traffic congestion will result in more air pollution, a lower quality of life, and diminished economic potential for the region.

Significantly widening I-5 to adequately handle increasing traffic and reduce area congestion is not a realistic option. Such a project would be much more expensive, with cost estimates over \$2.4 billion; it would be more disruptive to local communities, with the relocation of more the 830 families and hundreds of businesses; and, because it lacks a dedicated funding source, it would not likely receive funding approval for decades. The proposed extension of the Foothill Transportation Corridor offers a much more cost effective and financially viable alternative with significantly less adverse impacts to residents and businesses.

O28-1



In supporting the general Foothill South project, we are not recommending a specific alignment. However, of the nine alternatives considered, the three easterly routes appear to offer the greatest mobility benefits, the least community impacts, and among the most reasonable cost estimates.

Whichever final project and alignment is selected, complete and adequate measures must be taken to minimize the impact on the environment, including natural areas, native plant and animal species, and water quality. The TCA has demonstrated its expertise and success in mitigating environmental impacts in and around its 51 miles of current toll road corridors. The Auto Club urges the TCA to continue its successful track record of mitigating construction activities and project impacts throughout the Foothill South corridor. It is also important to note the EIS/SEIR was prepared in a collaborative process with federal and state resource and environmental agencies to ensure that all of their comments were included and their concerns addressed in the final draft document.

O28-1

California's mobility is declining in the face of reduced transportation investments, growing population and commerce, and wear and tear on our streets and freeways. If we fail to adequately maintain, improve, and expand our transportation network, our whole economy and quality of life will be at risk. Maintaining and improving mobility and safety in southern California calls for maximum and efficient utilization of limited public and private resources. The proposed extension of the Foothill Transportation Corridor is a strong step in the direction of maintaining and improving our quality of life and economic prosperity.

We look forward to our continuing partnership with the TCA and other transportation interests to move this project forward and to improve mobility and safety in Orange County. Please let me know if you have any questions or need any additional information. Thank you for your attention to this important matter.

Sincerely,



Dan Beal
Managing Director
Public Policy

c: F/ETCA Board of Directors

6-19-04 Claire Schlotterbeck, Exec. Director
Submitted by Hills For Everyone
PO Box 9835
Brea, CA 92822-1835

029

1. What is the impact of FTC-S on ridership of the troubled San Joaquin toll road? 029-1
2. What is the impact of the non-competition clause of FTC-South on the ability of Cal Trans to improve I-5? 029-2
3. What is the health and status of the mitigation measures enacted in the building of the other toll roads through and aside 12 Orange County Regional Parks? 029-3
4. What measures will TCA take to ensure the long term viability of the mountain lion in the Santa Ana Mountains? 029-4
5. What is the long term economic impact on the state ^(Cal Trans) on the maintenance of the toll roads given their financing difficulties and increased bonding costs? 029-5

REC'D JUN 19 2004

cc: City Council
City Manager
Jim Holloway
5/20/04

Fred R. Neuman
30 Via Palacio
San Clemente, California 92673

19 May 2004

P1

Mayor Susan Ritschel
100 Avenida Presidio
San Clemente, California 92672

RECD MAY 24 2004

Re: Proposed Toll Road Extension

Ms Ritschel:

I strongly protest any plan to extend the 241 toll road through any part of the City of San Clemente.

To take out homes and/or businesses in lieu of removing coastal sage scrub or displacing a toad or gnatcatcher is absolutely ludicrous. The amount of traffic it would generate and add to an already existing traffic gridlock situation is almost too much to comprehend.

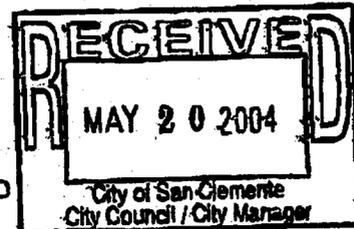
As a former right of way agent (San Bernardino County for over 20 years) I am certain the cost of acquiring and relocating homeowners is absolutely mind boggling.

I hope all city officials will fight to have the toll road extension use the proposed Far East Corridor-Modified that would by-pass the city.

Thank you for your cooperation in this matter.

Fred R. Neuman

FRED R. NEUMAN



E-A-N-D D-E-L-I-V-E-R-E-D

1

RECD MAY 24 2004

May 20, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine CA 92618-3304

To Whom it may concern:

PLEASE - Continue the SR 241 south to join with I5 at San Onofre. It is the only sensible way to go. Do NOT consider dumping it onto Pico - That would be a disaster.

Thank You ...

Bonnie M. Meredith
Bonnie M. Meredith
33142 DeSoto Way
Dana Point CA 92629-1334
(949) 496-0415

Fred R. Neuman
30 Via Palacio
San Clemente, California 92673

24 May 2004

Foothill/Eastern
Transportation Corridor Agency
(#100) 125 Pacifica
Irvine, California 92618
Attn: Peter Ciesia

RECD MAY 26 2004

Re: Foothill Toll Road Extension

Mr. Ciesia:

I strongly object to any plan to extend the 241 toll road through any part of the City of San Clemente.

To take out homes and/or businesses in lieu of removing coastal sage scrub or displacing a toad or gnatcatcher is absolutely ludicrous. The amount of traffic it would generate to an already existing traffic gridlock situation as almost too much to comprehend.

As a former right of way agent (San Bernardino County for over 20 years) I am certain the cost of acquiring and relocating homeowners and/or businesses would be mind boggling.

Thank you for your cooperation in this matter.


FRED R. NEUMAN

Transportation Corridor Agencies
Ms Macie Cleary-Milan
DD, Environmental Planning
125 Pacifica
Irvine CA 92618-3304

Dear Ms Cleary-Milan,

Persuant to your request for input on the route the completion of the 241 should take, here is my input.

Use either of these routes (in order of my preference):

- Purple: Far East Corridor – Modified
- Lavendar: Far East Corridor – West
- Green: Alignment 7 – Far East Crossover

I definitely do NOT wish that the 241 be dumped onto Avenida Pico or Avenida Vista Hermosa. We currently have an extreme mess of traffic in South-central San Clemente (in particular on Avenida Pico) and having a freeway end there would exacerbate the problem by a factor of 10 or more.

There is already a high school on Pico that has no business being there; the area has long since become commercial and the adjacent freeway traffic that uses Pico is huge since the high school was built. There is no (or little) bussing at the high school so we are left with some thousands of kids all driving there (and from three cities), and they all use Avenida Pico.

Thank you for the opportunity to present my views.

Cordially,



Cathy Craig
San Clemente 92672
949-369-8588

RECEIVED

JUN 3 2004

TRANSPORTATION
CORRIDOR AGENCIES

1

Comment Card

P4 cont.

- 1) Purple - Far East Corridor - Modified
- 2) Alexander - " " " - West
- 3) Green - Align #7 - Far East Crossover

Cathy Craig
1630 S. El Camino Real, Suite A
San Clemente, CA 92678

28081 Klamath Court
Laguna Niguel, CA 92677
May 28, 2004

P5

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director,
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

RECEIVED

JUN 3 2004

TRANSPORTATION
CORRIDOR AGENCIES

Re: Request for Comments on 241 Toll Road Extension

Dear Ms. Cleary-Milan:

In response to your request in the e-mail I received today, here are my comments on the extension of the 241 Toll Road:

I had previously read information about this project in a major article which appeared in the Orange County Register recently. I also have reviewed the map and information you sent today. I will be unable to attend the meeting on June 19 because of a previous obligation, but would like to offer my opinion.

I feel the most efficient operation for the 241 Toll Road would be any of the options that make a connection as far south as possible with the I-5 so that it doesn't impact the heavy traffic in San Clemente any further.

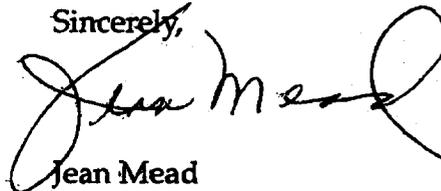
My first choice is FEC-W (lavender) because I feel it causes less disruption of homes and businesses, is minimally invasive environmentally and will be less expensive than the FEC-M (purple), my second choice.

I would especially be against any plan that does not connect directly with I-5. Also, the widening of I-5 would just be directing more traffic into an already congested area. I think offering an alternative to I-5 is the most beneficial for the area.

I live in Laguna Niguel and travel frequently on I-5 south to visit family in San Diego. Since Ladera Ranch has developed and other eastern communities built out in the past few years, I have noticed a marked increase in the traffic on I-5, and it will just get worse as new homes are completed. Anything we can do to offer an eastern alternative to traveling on I-5 in south county would be favorable and desired.

Thank you.

Sincerely,



Jean Mead

Comment Card

P5 cont.

1st Choice FEC-W (lavender)
2nd Choice FEC-M (purple)

1

RECEIVED

JUN 3 2004

TRANSPORTATION
CORRIDOR AGENCIES

Jean Mead
28081 Klamath Court
Laguna Niguel, CA 92677

P5 cont.

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Ste. 100
Irvine, CA 92618-3304

REC'D JUN 07 2004

Dear Ms. Cleary-Milan,

As potentially displaced residents in Pacific Crest, San Clemente, we want to document our objections to the Central Corridor option. Whether this option results in the removal of our new home or in our having a "ringside seat" overlooking the toll road, we cannot yet ascertain. Neither result is acceptable!

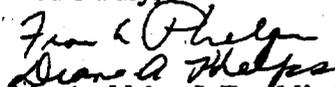
In choosing between the options, a major factor is project cost. One wonders if the dramatic escalation of home values over the last several months has been included in the stated costs or do they need to be updated? Perhaps those options that would remove homes would look even less attractive then. Also, when will we see the cost tabulation error in your charts corrected for the CC option? (The erroneous use of a period instead of a comma seemingly deflates that cost from over one billion to just over one million!)

Not many people would freely choose to live next to a major highway, let alone a high-speed toll road. The ensuing reductions to the quality of life would be many, including: increased noise, reduced air quality, decreased home value and loss of attractive views.

The obvious choice amongst the options should be one of the Eastern routes. They do not require the removal of any homes, yet they do provide a maximal relief of traffic congestion. While the impact on native flora and fauna is not good, neither is it major. If we have to choose between the destruction of 593 homes, almost all of which are relatively new, and the displacement of thousands of people vs. the removal of acres of natural habitat thereby impacting a few birds, toads and plants, there can be no question that the people should prevail!

If you truly want to provide congestion relief in the near term, say 5 to 10 years, an option which would invoke all the legal battles associated with removal of hundreds of homes would not seem a viable candidate. Even using "eminent domain", that choice might be tied up in the courts for a very long time!

Yours truly,


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

REC'D JUN 07 2004

June 1, 2004 P7

Dear Ma'am, ~~at last~~
Thank you for the sending
to me the enclosed booklet
on Foothill-South.

I am returning it to you so
that someone else might be able
to examine it.

I would like to offer several
suggestions to alleviate traffic
congestions throughout the South
end of Orange County.

One suggestion is to have the
Foothill South built to the he Pata
- Avenida Pico intersection, then
widen Avenida Pico by adding two
lanes of traffic (one in each direction
along Avenida Pico; there would still
be enough room for a sidewalk along
Avenida Pico - there is one side-
walk along Avenida Pico now.)
(over)

Then, it would be necessary to modify the on-ramps and off-ramps where Avenida Pico meets Interstate

P7 cont.

5.

The second suggestion is to doublecheck Interstate 5 from the "Y" where Interstate 5 and Interstate 405 in Lake Forest ^{meet} where Interstate 5 arrives in Camp Pendleton, just south of San Clemente.

Sincerely yours,
Royce A. Wright, Jr.

P.O. Box 3371
SAN CLEMENTE, California
92674-3371



THE OCEAN CONSERVANCY
ADVOCATES FOR WILD, HEALTHY OCEANS

Mr. Royce A. Wright, Jr.
PO Box 3371
San Clemente CA 92674-3371

RECD JUN 07 2004

6/3/04

To Whom It May Concern;

Re: Toll Road Expansion to San Clemente
property, 44 Calle Maravilla
San Clemente, CA, 92673

I have lived in San Clemente with my husband and three children for a decade. My husband graduated from SCS in 1973. We bought our dream first home in 1998 in the Mandalay development. These notices that have been circulating regarding our home being removed (the highlighted yellow proposed route) to make way for the Toll Road is totally unacceptable!!! I can't imagine how this even became an option. It would cost billions, & billions or dollars to replace these now worth \$1 million dollar home, plus Lowes, etc... This would ruin my family life & dream of raising my children, & grandchildren in our home. Our home is NOT replaceable. Please consider this and the many other families this

**PACIFICA SAN CLEMENTE
COMMUNITY ASSOCIATION**

P8 cont.

May 24, 2004

Homeowners
Pacifica San Clemente Community Association
San Clemente, CA 92673

RE: TRANSPORTATION CORRIDOR AGENCIES - FOOTHILL SOUTH

Dear Homeowners:

During the May Board of Directors meeting the topic of the recently distributed Environmental Impact Statement for the Foothill-South transportation project was discussed. It was recommended that all concerned homeowners in Pacifica send a letter or an email correspondence to the TCA regarding the transportation improvement plans. The EIS may be reviewed at the San Clemente Information Center, 209 Avenida Del Mar, Suite 102, in San Clemente. The report may also be reviewed on the Internet at www.thetollroads.com.

Written comments may be sent to:

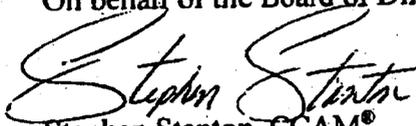
Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

Comments may also be submitted at the above listed website.

Also, be aware that a public hearing is scheduled for information purposes and public comments on this matter on Saturday, June 19th between the hours of 10:00 a.m. to 6:00 p.m. The location of the meeting is Tesoro High School, 1 Tesoro Creek Road in Rancho Santa Margarita.

It was suggested that comments should include quality of life, aesthetics, air quality, noise and homeowner displacement. The public comment period is now through July 7, 2004. Make your opinion and your voice heard.

Sincerely,
PACIFICA SAN CLEMENTE COMMUNITY ASSOCIATION
On behalf of the Board of Directors


Stephen Stanton, CCAM®
Community Manager

AMMCOR
970 Calle Amanecer, Suite A, San Clemente, CA 92673
Office # 949-661-7767 Fax # 949-661-5696

2934 Calle Gaucho
San Clemente, CA 92673
June 8, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

As a resident of San Clemente, I strongly object to the central corridor for the toll road. This would be absolutely disastrous for our charming town. We feel that the far eastern corridors would be the most practical solutions.

We do need a toll road, but certainly must avoid the central corridor.

Sincerely,

Richard O. Pick *Marjrie Pick*
Richard O. Pick and Marjrie Pick

RECD JUN 09 2004

RECD JUN 10 2004

June 9, 2004

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan:

There is no question that additional modern divided highway access is required for the traffic traveling north and south along the coastal corridor of southern Orange County. Upgrading Interstate 5 would be only a stop gap and costly plan. Present traffic congestion will only increase with time and the number of homes being built in the area of San Clemente. The present traffic volume is choking vehicle flow and allowing traffic to move only at a crawl during many hours of the day.

I support any one of the Far East three route proposals (Alignment 7 Far East Crossover-Modified, Far East Corridor-West, & Far East Corridor- Modified) for the completion of the 241 toll road. These options cause minimal damage to the City of San Clemente, yet afford a number of access points to the toll road. The Far East proposals would put a less demand on city services to up grade roads and traffic control management (installation of excess intersection traffic lights for safety and addition traffic control personnel).

The Far East toll road routes would help reduce the present northern Interstate 5 traffic bottleneck that starts at the southern border of San Clemente and continues north to the Interstate 5 curve. Access to the toll road at the southern border of San Clemente (Orange County) would permit the drivers to select an alternative route to avoid this painful bottleneck. Southbound toll road travelers would be able to avoid the Interstate 5 congestion in San Clemente. The other proposed routes feed the traffic into the Interstate 5 at points that would only increase traffic congestion and add to the bottleneck and add excess traffic to local streets in the city.

The other options (Arterial Improvements Only, Central Corridor, Central Corridor/Avenida La Pata, Alignment 7/Avenida La Pata Variation) would cause wide spread disruptions in the quality of life for the residents of the City of San Clemente. The construction of the road through the heart of the city would cause noise, dirt and dust, traffic of heavy road construction equipment, and trucks. Furthermore, the Central Corridor proposals will cause the loss of valuable recently built homes, the loss of over 100 businesses, and the loss of over 1,100 jobs. These losses would erode a significant base of tax revenue for the city. In addition, the Central Corridor route would further divide the city into fractions and limit community interaction and unity. The Interstate 5 freeway is all ready a formidable man made physical barrier to unity of the city. The proposed central corridor plans would add another man-made physical barrier that will add to potential disharmony. The central corridor proposed routes would be inconveniently and dangerously close to San Clemente High School.

After the completion of the construction of the Central Corridor proposal of the toll road, constant traffic noise, lights, sirens, and dirt would fill the environment creating pollution to city proper and surrounding communities. San Clemente would lose much of the high quality of life now experienced.

The other routes, other than the Far East proposal will exit traffic from the toll road on to the city streets. Drivers desiring to use the toll road would have to use city streets to gain access to the entrance of the toll road. Additionally, cars exiting the toll road will have to use city streets to reach Interstate 5 to continue south. The city streets were not constructed for the increased traffic flow that maybe thousands of additional cars per day that would exit and enter the toll road and use city streets. A consequence to the added traffic would be slow moving traffic, congested streets, and increased pedestrian and automobile accidents.

Please strongly consider approving one of the Far East proposed routes (Alignment 7 Far East Crossover-Modified, Far East Corridor-West, & Far East Corridor- Modified).

Sincerely,

A handwritten signature in black ink, appearing to read "David O. Huggett", is written over a horizontal line. The signature is cursive and somewhat stylized.

David O. Huggett
26 Via Sonrisa
San Clemente; CA 92673

CLOCKK

Ralph Clock
2981 Quedada
Newport Beach, CA 92660
Phone (949) 640-7890
FAX (949) 640-8778

June 9, 2004

TRANSPORTATION CORRIDOR AGENCIES
Mw. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine CA 92618-3304

I strongly support the EIS/SEIR on the extension of the 241 Toll Road Foothill South.

This extension of the 241 Toll Road to San Clemente is vital to the continued economic growth, and to alleviating future traffic jams in this, one of the most rapidly growing areas of Southern California.

Respectfully submitted,



REC'D JUN 14 2004

1

Kenneth A. Wyse
 Vivien P. Wyse
 32 Camino del Prado
 San Clemente, California 92673

June 12, 2004

RECD JUN 14 2004

Transportation Corridor Agencies
 Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

Attn: Ms. Macie Cleary-Milan, Deputy Director

Dear Ms. Cleary-Milan:

Thank you for the opportunity to respond and provide input to the Environmental Impact Statement/Subsequent Environmental Impact Report (EIS/SEIR) for the proposed 241 Extension. A great deal of work has clearly gone into this document.

Our greatest concern as residents of the newer Talega area of San Clemente is the retention of the natural beauties of the area, nearly all of which fall into at least one of two categories: pristine or well-planned. The various plans are documented in the EIS/SEIR: The Talega Plan by Talega Associates LLC in section 4.2.1.1, and the San Clemente General Plan (with various Specific Plans) in section 4.2.1.2. All of these plans are quite detailed — their implementations have resulted in a beautiful environment, not only in each of its components, but also in the way all these beautiful components flow together. Keeping it all that way is tremendously important. It is to be noted that the end of page 4.2-6 says: "Consistent with the General Plan, the [sic] these Specific Plans assumed implementation of the FTC-S on an alignment east of the City."

Probably the greatest threat posed by the FTC-S to San Clemente generally, and to Talega specifically, lies in the fact that SOCTIIP alternatives FEC-W and A7C-FEC-M traverse the Donna O'Neill Land Conservancy (section 4.2.1.1). The SOCTIIP color flyer showing the alternatives superimposed on an aerial map indicate where each route-alternative goes, but does not indicate what the revised landscape would look like. In the Appendix (unfortunately not included in the material available from the Website), some inadequately-labeled illustrations prepared by CDMG and P&D Consultants indicate the "Remedial Grading" required for FEC-W and A7C-FEC-M. In at least one area, the illustrations do not seem to reflect the real grading that would need to be done. This area lies next to Talega inside the Donna O'Neill Conservancy, where both of these alternatives would run. Behind Talega's Farralon Ridge tract there is a trail called the Cristianitos Trail, which doubles as an Orange County fire road. We invite you to have a look, north-northeast from this trail on Thomas Guide section 973-D6, near where the map color changes from orange to yellow. There you could see that a large section of ridgeline would need to be removed, which would destroy a larger acreage of wildlife habitat than predicted in SOCTIIP and forever change the natural

requires
work

beauty of the landscape. In addition, although the projected costs of these alternatives seem to be different from that shown in TCA's Foothill-South booklet, both FEC-W and A7C-FEC-M projections seem to be lower than the projected FEC-M cost. These lower cost estimates appear to be based strictly on mileage. But since the FEC-W/A7C-FEC-M alternatives run along much more mountainous territory than the relatively level FEC-M, actual costs for these routes probably would be at least as high. And since the whole SOCTIIP project is lagging behind its original schedule, further schedule delays for handling the expected environmental lawsuits would not help the process.

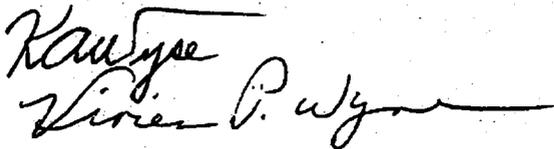
EIS/SEIR section 5.3.9.3 discusses Rancho Mission Viejo habitat planning and implementation program, and a "Conservation Strategy" under NCCP conservation guidelines. Up to now, the Transportation Corridor Agencies have made a real effort to promote themselves as an environmentally sensitive organization. So it really makes no sense to sacrifice existing acres of animal habitats while forcing RMV to play "catch-up" in its fledgling environmental conservation efforts.

Upon examining all the full-scale SOCTIIP alternatives identified in the EIS/SEIR, only the Far East Corridor-Modified (FEC-M) alternative turns out to satisfy the provisions of all Talega and San Clemente Plans as well as Federal, state, county and RMV environmental/conservation guidelines. This is also the only selection that comes close to preserving the carefully-planned natural beauty of the area. While you're in San Clemente to observe the Reserve from Cristianitos Trail, another recommended vantage point is from atop the Rancho San Clemente Ridgeline Trail looking north. From here, gazing out over the spectacular panorama of San Clemente and Talega, it is especially easy to envision the 241-extension in each of its alternative manifestations. The only other alternatives that wouldn't destroy a major portion of San Clemente's natural beauty are the No Action, AIO, and I-5 Widening alternatives — and these wouldn't solve enough future traffic problems.

Unfortunately the latest manifestation of FEC-M does cut into the Donna O'Neill Land Conservancy some, in order to avoid the wetlands of Cristianitos Creek. Hopefully this encroachment can be kept to a minimum, and a noise wall can be placed between the corridor and the sensitive areas between the start of the encroachment and Avenida Pico.

To summarize, we believe that the EIS/SEIR does not come close to an adequate reflection of the adverse environmental impact of the FEC-W and A7C-FEC-M alternatives on the Donna O'Neill Land Conservancy, so these alternatives would need a complete re-evaluation at minimum. We further believe that the only full-service SOCTIIP alternative that approaches viability is the easternmost one, FEC-M.

Sincerely,



Mrs Marie Clary-Milan
Deputy Director Environmental
Planning

125 Pacifica, Ste 100

Irvine, CA 92618-3308

17 June '04

REC'D JUN 18 2004

Dear Marie,

1. One of the three Camp Pendleton choices is
logical & possible.

2. We have too much traffic already on Pico

We are counting upon you for a just
decision!

Sincerely,

Jim & Nancy Green

315 Calle Heblina

San Clemente 92672

CHARLES M. CARPENTER, M.D.

333 CALLE ESCUELA
SAN CLEMENTE, CA. 92672

Telephone (949) 366-9894

Fax (949) 366-9754

RECD JUN 21 2004

6/18/04

Transportation Corridor Agencies
Attn: Marcie Cleary-Milan
Deputy Director of Environmental Planning
125 Pacifica
Suite 100
Irvine, CA 92618-3304

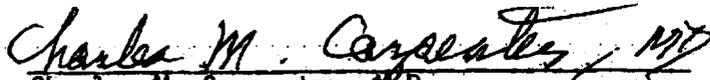
Dear Deputy Director of Environmental Planning:

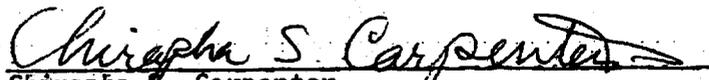
Re: Proposed Toll Road parallel to Ave. Pico.

I will be unable to attend your hearing tomorrow, 6/19, but I wish to let you know that I strongly OPPOSE placing the Toll Road parallel to Ave. Pico in San Clemente. Such a placement on the mountain side for such a high Toll Road would destroy property values and our ocean views would be obstructed unless we are atop our San Clemente hills. We barely have an ocean view now!

I strongly recommend Toll Road placement away from RESIDENTIAL homes in the Camp Pendelton area. Are you concerned about toads and bird sanctuary or destroying the beauty of San Clemente residential hillside homes?

Sincerely,


Charles M. Carpenter, M.D.


Chirapha S. Carpenter

June 17, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100

REC'D JUN 21, 2004

Irvine, CA 92618-3304

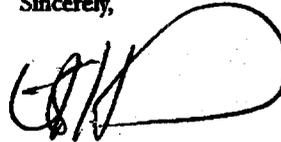
Dear Ms. Cleary-Milan:

I oppose the Pico alternatives (Central Corridor and the two La Pata options). Any freeway or toll road that would empty on to Pico would create more hazards for central San Clemente than already exist. The trucks roar down the I-5 freeway at that point and make a loud noise as that go down hill and then try to gain speed going back up the I-5 northbound. A toll road coming through the canyon now occupied by Pico would cause a major noise factor for the houses on each side of the canyon. The high school students could be adversely affected by the noise near their classrooms and by the added congestion going to and from school. If the connection of the toll road and the I-5 were at the Pico area then the I-5 south through San Clemente would need to be widened to accommodate the added traffic on I-5 to the county border. More houses would need to be removed and added costs would be ridiculous. We have been told throughout these proceedings that the Pico alternatives were not really being considered as the primary route and that the route south of town made more sense.

The more southern routes seem to be less harmful to humans and would create a better divide between the marine base and the local community. Most of the connection to the I-5 south of San Clemente would be elevated and NOT cause a problem for the surfing at the beaches south of town. That local habitat would not be harmed as much as the Pico plans would harm humans and the existing open areas that provide homes for some of the local animals.

We moved to San Clemente because of its small town atmosphere. The Village by the Sea image would be destroyed by a toll road cutting through the heart of town. Please do not allow the toll road to cut our town in half. No to any Pico alternative!!!

Sincerely,



Rich Handy

Ms. Macie Cleary-Milan Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618

June 15, 2004

Dear Ms. Cleary-Milan

This letter is to involve you in mine, as well as many other families concerns that we all are facing with the projected Toll Road. As a member of the city council and representative of people and families of San Clemente we hope you will hear out our voice.

My name is Shannon Dahlmeier and I have lived here in San Clemente for the last 12 years. Five and a half years ago we moved to Pacific Crest development from forester ranch. I learned yesterday from our association boardmeeting that we lay right in the path of one of the alternatives for the placement of the toll road. This is incredibly distressing to our family. We, if you remember were the first community to be built back here. We were here before the supermarket, storefronts and restaurants, or any of Telega. You can imagine our delight to be a part of this growth, and to watch as our home surroundings flourish and our community expands. I am mortified and painfully sadden when I was told our homes are in the way and there is a possibility that we may no longer get to be a part of this community anymore.

My husband and I hope you will have some defense for us, as you are engaging in these public hearings. We could not afford to loose this home; we have two small children and are blessed to be here in this awesome community. When we bought this house we just found out that I had cancer, I was 7 months pregnant with my second child. Through lots of prayer, and a long fight in the City of Hope during my bone marrow transplant, I made it. It has been five years now, and we are just finished paying off the high medical bills that through this ordeal have stacked up. We are making ends meet, but by the grace of god we have found ourselves in a supportive caring community and have made some incredible bonds through our adversities. We couldn't have done it without this neighborhoods support.

We in this development alongside the many other neighborhoods that share in one mutual fear, that if this toll road go's through that we would lose some of our dearest neighbors/friends. At first we were just outraged at the possibility of the amputheather that may be voted in, supposedly in San Clemente best interest. Now that seems quite trite, now with this new inlighting information. I am alarmed and heartbroken that this toll road (CHOICE) will knowingly impact so many lives. We are the people that are depending on you as our elected official, to stand up for us. You are our voice; you speak and fight for all of us. I both ask and pray you will hear me, and the many other families that may never be heard or seen

Respectfully,

Shannon Dahlmeier
62 via Sonrisa
San Clemente
492-9699

REC'D JUN 21 2004

6/18/04

Draft EIS/SEIR Comments
TCA
125 Pacifica, Ste 100
Irvine CA 92618

To Whom It May Concern:

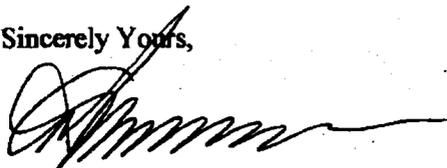
We live in the path of the Central Corridor Complete (CCC, yellow) option. Our tract is Pacific Crest/Mandalay located right above the Walmart shopping center. We already shoulder more than our share of commercial development and roads in the vicinity of our homes. The shopping center spans the entire space below our tract. When we purchased our homes, the space above our tract was pristine natural hills. Vista Hermosa, a 2/2 lane artery, was then built on our side of the hill – we thought it was going to be built on the other side. Vista Hermosa dissects the beautiful pristine hillside land, and rather than a view the natural hillside, we now see the road excavation that looks like an earthen dam and has traffic noise. Over a small hill from our tract is La Pata that will become a major county artery, 3/3 lanes. The increased traffic on La Pata will impact ingress and egress to/from our homes. Hopefully the traffic noise will be minimal with the protection of the dividing hill. We suffer enough already from the approved plan that currently exists.

The Central Corridor Complete option would transform our tract from very nice and attractive to undesirable because the CCC alternative runs right through our tract. In fact, if the CCC alternative is implemented, it will cut through the most attractive part of our tract. The directly impacted end of the tract is at the highest elevation and views straight down the Pico canyon to the ocean. The CCC option would downgrade a HIGHLY desirable San Clemente neighborhood to UNdesirable at a cost of \$1.1 Billion. The high level of traffic noise and unsightly freeway structures would be devastating to Pacific Crest/Mandalay.

The Central Corridor Complete alternative must be eliminated to maintain the upscale status of this section of San Clemente. Upscale neighborhoods benefit the entire city by contributing to its overall ambiance and uplifting the property values overall. Furthermore, the CCC alternative is the second most expensive of the 8 alternatives (50 to 70% more than Far East alternatives) that takes out 593 homes, not to mention the neighboring homes that would be impacted. Is it better to displace human families OR brodiaea, toads and gnatcatchers??

We are in favor of the completion of the tollroad to 15, we are against taking out homes, and are concerned about cost. We therefore favor one of the Far East (green, violet, purple) alternates, whichever provides the best compromise as determined by the TCA and its advisors.

Sincerely Yours,



Alan & Teresa Hirasuna
95 Via Sonrisa
San Clemente CA 92673-5664
949-498-8840

REC'D JUN 21 2004

REC'D JUN 21 2004

RECD JUN 22 2004

RECD JUN 23 2004

To: Deputy director - Environmental planning
 Ms. Macie Cleary - Milan

From: Faris & Faria Jassim
 904 Via De Angeles
 San Clemente 949.366.0069

6.20.04

Dear Ms. Macie Cleary - Milan;

I am writing this letter on behalf of my family, my wife and unborn child and myself. We oppose the Foothill - South Hwy 241 expansion through any of the six Alternatives in San Clemente. I especially oppose the Central Corridor option on Pico. We lived here for 4 yrs. and expansion the Hwy to split San Clemente in half. It is a disastrous decision to make.

If it had to be done maybe the pendleton option is the least damage to our neighborhood. PLS, consider our request.

Thanks
 Faris Jassim
 Family

RECD JUN 28 2004

June 20, 2004

Transportation Corridor Agencies
Ms. Marcie Cleary-Milan
Deputy Director of Environmental Planning
125 Pacifico, Suite 100
Irvine, Ca. 92618

To All Concerned::

It is unbelievable that the Transportation Corridor Agency would consider doing ANY of the 6 plans, when there is so much empty land around and behind San Clemente. And Pico exit is the worst plan.

There just has to be a better solution that everyone will be happy with.

Yours Truly,

John Kelley + June Kelley
John Kelley

June Kelley

1728 Avenida Crescenta
San Clemente, Ca. 92672

ELAINE ROCCIO
28215 Zurburan
Mission Viejo, Ca. 92692
(949) 215-2895
(949) 215-3673 = fax
email: elaineroccio@aol.com

RECD JUN 23 2004

Sunday
June 20, 2004

TO: Toll Road/FasTrak Management
P.O. Box 50310
Irvine, Ca. 92619-0310

RE: Public Meeting

I have to say that I was intimidated by the size of the crowd and the hostile attitude of a number of people toward the extension of the toll road and the widening of Ortega Highway, which happens to be my primary focus.

I'm sorry that I did leave because I am very much in favor of both. When I read in today's paper that you will accept feedback in any form, I decided to write a letter.

I can understand how one gets used to the open space and the tranquil living, but there is a shortage of homes in Orange County, and there are more benefits than not to a well thought out and well planned development. I do not want the land to someday be sold, in frustration of dealing with homeowners, to a bunch of developers who will indiscriminately build all over the place.

Those people complaining about the expansion, bought their homes, not the surrounding open space. Do they want to have the developer to give up on a well thought out plan and just sell the land to anyone? We will all pay for that mistake.

Please do not listen to the vocal few. I am in favor of the plan and the development.

Elaine Roccio

REC'D JUN 28 2004

6-21-04

Macie Cleary-Milan, Deputy Director
Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Ste. 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan

I listened with interest to the repeated outbursts of emotion for several of the speakers at the 6/19/04 public hearing. While I respect each and every one of them, it is hard for me to fathom how they can be so "nervous". My spirits were encouraged, however, by the gentleman businessman from Mission Viejo who "pleaded" for balance and understanding, be it business, environment, "common sense".

Coming home (Leisure World - Laguna Woods), I pondered how I might best counter-act this outburst of emotion. Before the hearing, I attempted to "dialogue" with 2 of the folks "fired up" outside and it was futile: an example of mine was in the City of St. Louis, Missouri and its famous urban Forest Park.

REC'D JUN 28 2004

This extensive park, with a zoo and all, has an expressway along its border or actually "slicing" through a portion of it. The folks in western St. Louis apparently live ~~it~~ with it. My point: the 2 rabid folks outside the high school gym on 6/19 would have no part of it! These folks can simply not dialogue with you. "Don't bother me with facts, my mind's made up".

I must admit I work for a large residential property management company in south Orange County and we "feed" on developers from initial development (e.g. Rancho Mission Viejo). But, personally speaking, we have got to enhance the infrastructure throughout our county because development marches on. What - R. M. Viejo wants 14K more homes?

When I got home today, I later on went out from Gate 14, Laguna Woods (L. Wood) to secure some new keys from a key maker past the I-5 freeway on El Toro Road (the spot is just past the Beacon Auto Wash on El Toro). It took me a full 20-25 minutes to reach the site - what? 3-4 miles

miles way. I'd say 60 + 70 of the traffic was entering/leaving the I-5 on/off of Toro. What's it going to be like on I-5 10 years from now w/o the south foothill extension - let's "double, deep" the I-5 from the Newport Hwy. to Oceavide at what: "1.5 B"? Only bidding, but these emotional types must understand!

I've rambled on too long. But I say to you: "stay the course". We've got to bring reason to all of this.

Sincerely,
Robert E. Hesham

REC'D JUN 23 2004

June 20, 2004

REC'D JUN 24 2004

Jon, Janis and Jenna Sekutera
59 Maracay
San Clemente, CA 92672

Transportation Corridor Agencies
ATTN: Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms Cleary-Milan

I am amazed that I find it necessary to write to you regarding my family's concerns with the Foothill-South freeway 241 expansion.

We made San Clemente our home because of its small town atmosphere. Since 1987, we have seen that small town feeling erode because of land development. By building the 241 Corridor, we feel that it will bring additional development and further erode our goal to live in the "Village by the Sea". As a part of this community, we object to the building of the Foothill-South freeway 241 Corridor.

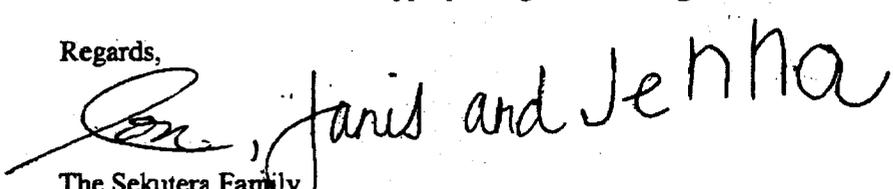
Unfortunately, the concerns and objections of many residents and voters to the building of the 241 Corridor may not be heard and the Toll Road may move forward. If the decision is made to construct the 241, we adamantly object to the Central Corridor and the two other "Pico" alternatives.

We are not about to try to understand how some of the decisions of the government and its elected officials are made. But, we can NOT fathom how they can even contemplate and entertain a decision that would:

- Divide our community in half.
- Destroy over 600 homes and ruin the dreams of homeownership.
- Adversely affect the quality of life of the homeowners in proximity of the Central Corridor.
- Wipe out over 100 businesses.

Again, we oppose the Foothill-South 241 expansion through any of the six alternatives in San Clemente. But we especially oppose the Central Corridor and the two La Pata options. Please forward our concerns to all appropriate government agencies.

Regards,


The Sekutera Family
Jon, Janis, and Jenna

June 22, 2004

REC'D JUN 24 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, California 92618-3304

Dear Ms. Cleary-Milan:

I oppose the Foothill-south freeway 241 expansion through any of the alternatives that include Central Corridor options on Pico. I strongly suggest one of the Far East alternatives that go behind San Clemente and feed into I-5 on the south end of town between San Clemente and Pendleton.

I think it is ludicrous that the Sierra Club is bussing people to hearings and equipping them with scripted comments to unduly influence decision makers against the desires of the critical mass affected by the decision.

My wife and I specifically chose Montego in San Clemente for our community because it is quiet and has a high quality of life. We worked for 35 years to enable us to afford living here and chose the location because of the clean air, unobstructed ocean view, and quiet and safe environment. A Pico expansion of the freeway would significantly compromise each of those attributes and reduce the value of our home (our only retirement nest egg). The Central Corridor would make the noise impossible.

Traffic on Pico is already dreadful during commuter times and at the beginning and ending of each school day. We have no viable options for getting to and from my home without using Pico. Talega hasn't finished the 14,000 homes that are still being build that feed into Pico. Marblehead has another 400 planned. Pico could not handle the additional traffic if the La Plata variations were chosen.

Please do Not approve any alternative that includes Pico.

Respectfully,



Gary J. Thrapp
5 Burriana
San Clemente, California 92672
(949) 388-4409

Marcus & Millichap

Real Estate Investment Brokerage Company

REC'D JUN 25 2004

One Lakeshore Centre
3281 E. Guasti Road
Suite 800
Ontario, CA 91761
Tel: 909 605 1800
Fax: 909 605 1832

June 21, 2004

Ms. Marie Clary-Milan
Deputy Director Environmental Planning
Transportation Corridor Agency
125 Pacifica, Ste. 100
Irvine, CA 92618-3308

Offices throughout
the United States

Re: Proposed extension route 241 Toll Road

Dear Ms. Clary-Milan:

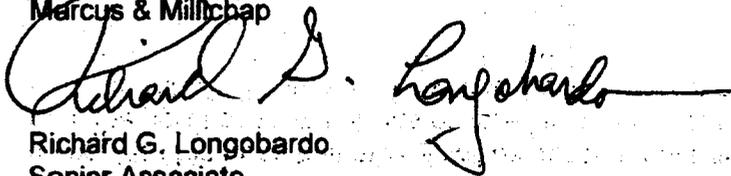
Although my family and I are in favor of the connection of the Toll Road to the 5 Freeway, we are categorically opposed to using Avenida Pico as the route.

We recently moved into our new home in the Reserve off of Vista Hermosa and Camino Vera Cruz. This move was the fulfillment of a twenty seven year dream of my wife's and mine. We regard our home and the area of San Clemente as our piece of paradise. Should the 241 be extended so very close to our new home, less than one half mile, it will be become paradise LOST. The impact from the pollution from millions of vehicles, the noise, the congestion, and the visual blight would become our worst nightmare. Not only would there be serious environmental and health hazards, but property values would plummet. It would be visual blight on our lovely area, and a disaster for our community. This can not occur at this location.

In the alternate, I would endorse a route on Camp Pendleton grounds and the Angles National Forest looping southward connecting to the Golden State Freeway. For once, let's put the value of negative impact upon an established community above that of open areas and some obscure rodent.

Please move the route further east away from San Clemente!

Sincerely
Marcus & Millichap



Richard G. Longobardo
Senior Associate

1

June 22, 2004

REC'D JUN 25 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, California 92618-3304

Dear Ms. Cleary-Milan:

I oppose the Foothill-south freeway 241 expansion through any of the alternatives that include Central Corridor options on Pico. I strongly suggest one of the Far East alternatives that go behind San Clemente and feed into I-5 on the south end of town between San Clemente and Pendleton.

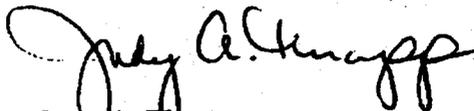
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My husband and I specifically chose Montego in San Clemente for our community because it is quiet and has a high quality of life. We worked for 35 years to enable us to afford living here and chose the location because of the clean air, unobstructed ocean view, and quiet and safe environment. A Pico expansion of the freeway would compromise each of those attributes and significantly reduce the value of our home (our only retirement nest egg). The Central Corridor would make the noise impossible.

Traffic on Pico is already dreadful during commuter times and at the beginning and ending of each school day. We have no viable options for getting to and from my home without using Pico. Talega hasn't finished the 14,000 homes that are still being build that feed into Pico. Marblehead has another 400 planned. Pico could not handle the additional traffic if the La Plata variations were chosen.

Please do Not approve any alternative that includes Pico.

Respectfully,



Judy A. Trapp
5 Burriana
San Clemente, California 92672
(949) 388-4409

Tru-Cut Builders

P26

#1 Segovia

San Clemente, California 92672

Office (949) 481-2080

Fax (949) 481-4681

License # 493251

JUN 28 2004

To Whom it May Concern--

My name is Dale Patterson and I live at the address shown above. I have lived in San Clemente for eighteen years, run my business out of this town and the toll road on Pico is the most horrible concept that I have ever heard. Obviously the idea is coming from a group of people that have no interest in our beautiful city. They simply want to get to the I-5 as fast as they can.

I am against all Pico alternatives. I can not even believe this would be a possibility. This would destroy my property and impact my life beyond imagination.

There is open land by Pendleton if the interchange is an absolute must. How can you ruin so many people's lives just to protect the open land? The land will eventually be built on. It is prime land and the Sierra Club will lose that battle sooner or later. Money talks and always will. Someone with enough money will eventually get that land and develop it. Then we will have lost at both ends of the deal. San Clemente will be extremely violated, my life will be extremely impacted, and the wetland will also be lost. All people involved in the concept of Pico alternatives are obviously not residents of our city. I sincerely hope that every single one of those people is presented with a plan to destroy their community, home, personal investment and lifestyle that they have worked their entire life to obtain. Only then will they realize what they have presented.

I wish harm on no one, but there is a group of uncaring people that have no concern for me, my life and my town. I have everything I own in my home and they are threatening to destroy it. This is much closer to a war than a freeway connection.

If any Pico alternative actually happens, I sincerely hope that anyone who helped to make it happen will lose their life investment, lifestyle, etc. and end up with a freeway in their back yard to listen to and look at every single day of their life until they sell their home at a ridiculously low price and move out of their dream home.

I am very angry about this. I feel like the Nazis are coming.

Please do not let my life be violated and ruined by this concept of greed and inconsideration

A very, very concerned resident and homeowner of the San Clemente Pico area



6-24-04

DALE PATTERSON

Ziad and Helen Mahshi
220 El Oriente
San Clemente, CA 92672
949-492-6557
hmahshi95@hotmail.com

June 24, 2004

REC'D JUN 28 2004

Ms. Macie Cleary-Milan
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear Ms. Cleary-Milan,

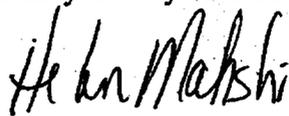
We urge you to recommend against any toll road alignment options that include Avenida Pico: Central Corridor, Central Corridor—La Pata Variant, A-7 Corridor—La Pata Variant, Arterial Improvements only—La Pata/Pico.

The tremendous decline in home values and loss of businesses would be astronomical. My husband and I bought our grandparents home in San Clemente at 220 El Oriente. It's located a few blocks from Ole Hanson school. Our home has been in our family for 50 years, and it is our greatest asset. The tremendous decline in value would pose an extreme hardship on our family.

San Clemente would become an undesirable place to live. The noise, pollution and congestion would make locals want to run away from this area that was once pristine and beautiful. It is not fair that so many homeowners and businesses would suffer because of a toll road. A toll road should enhance lives, not destroy them.

We love San Clemente and South Orange County, and have lived here all of our lives. Please do not recommend for any toll road alignments options that include Avenida Pico.

Thank you for your consideration,


Helen and Ziad Mahshi

June 23, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine CA 92618-3304

REC'D JUN 28 2004

Re: Draft EIS/SEIR for South Orange County Transportation Infrastructure
Improvements

Macie:
Dear Ms. Cleary-Milan;

I am a resident of Coto de Caza and a frequent user of the existing toll road system in Orange County. I attended the public hearing at Tesoro High School on June 19 and have reviewed materials relative to the Draft Environmental Impact Report for the proposed extension of SR241 to the San Clemente area.

I oppose any solution that does not tie into I-5 directly (CC, A7C-ALPV, CC-ALPV, AIO) because the impact such alternatives will have on existing neighborhoods far outweighs the impacts of routes that primarily traverse open space. Further, the inefficiency and confusion caused by anything less than a direct tie-in to I-5 will discourage toll road use and therefore do less to solve congestion issues on I-5. Unless I-5 congestion is solved, air quality and water quality problems will worsen.

I oppose the proposed "Widen I-5" option because of the economic disruption it will cause to so many along the route. I believe the impact may be understated in the EIR because it may not adequately factor in the negative impact on the property value of properties that are not taken, but would suddenly be closer to the freeway. I also oppose this option because it may not be feasible in the near-term, given the costs involved. Finally, because proposed new development inland would be underserved by the Widen I-5 option, increased fuel consumption, air pollution and runoff problems would result.

I support any of the three remaining alternatives (FEC-M, FEC-W and A7C-FEC-M), but believe the least supportable of these is the Far East Corridor-Modified (FEC-M), for two reasons. First, it is slightly longer, which over the long term will result in more fuel use and air pollution. But more importantly, it creates a new barrier on the east side of the Donna O'Neill Land Conservancy. Because the Conservancy is already bounded on the West by existing and proposed development, it would be best if areas to

More/

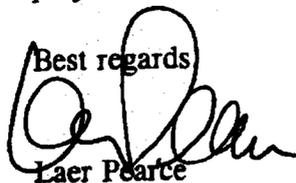
Ms. Macie Cleary-Milan
Transportation Corridor Agencies
Page 2

the east remain less developed to ensure greater connectivity to the Conservancy and other areas.

I support either Far East Corridor-West (FEC-W) or the Alignment 7 Corridor (A7C-FEC-M). I believe either of these is smart environmentally because they will allow us to reduce gridlock on I-5 and the terrible environmental, economic and societal consequences that would follow. The TCA is to be commended for including the treatment of runoff from I-5 along Trestles Beach; together with the treatment systems along the toll road right-of-way, these improvements will adequately address the concerns of ocean water quality activists, who have overstated the negative impacts of the toll road proposal on water quality. A member of your staff explained the runoff treatment methodology to be used, and I commend the TCA for moving away from the organic filters used on the San Joaquin Corridor toward a more effective and reliable solution.

While these two proposed routes are clearly the best, it is unfortunate that any land has to be taken from the Donna O'Neill Land Conservancy. I suggest that a mitigation package be developed that would require TCA funding of acquisition and preservation of the Blind/Gabino wetlands complex, and perhaps some other biologically significant lands either adjacent to the Conservancy or elsewhere in the proposed Ranch Plan area, with the amount of acquisition required tied to the amount of Conservancy land impacted. I also encourage the TCA to make reasonable efforts to minimize and buffer aesthetic impacts on the Conservancy.

Thank you for this opportunity to provide comment on this exciting and beneficial project.

Best regards

Laer Pearce

Donald & Helen Bare

P29

2620 Via Cascadita
San Clemente, California, 92672

Phone 949-492-6368
Fax 949-492-6368

Email: DMHJBARE99@AOL.com

July 23, 2004

REC'D JUN 28 2004

Transportation Corridor Agencies
Ms Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, Ca 92618-3304

Dear Ms. Cleary-Milan:

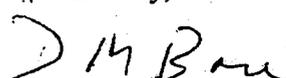
Thank you for giving us the opportunity to express our views on the Draft ELS/SEIR for South Orange County. As a resident of San Clemente for 39 years, we have experienced the population growth in Southern California and the resultant stagnation of traffic on our freeways and surface streets. The decision of years past to bisect San Clemente with Interstate 5 has given us a traffic nightmare, the resolution of which has been long overdue.

The population growth in Orange County will continue with or without pre-planned roads. By planning ahead of development, traffic congestion can be minimized. If we don't plan for the future growth, the resultant gridlock will cost much more to remedy in the future.

We must complete the toll road around San Clement to relieve congestion on I 5. The Far East Solution is the only logical choice and the least destructive for all concerned. As a former member of the Sierra Club, Green Peace and other organizations, I am concerned about the environment but any selection other than the Far East Route would, in the long run, cause more damage to the environment and cause thousands of people to loose their existing homes and businesses.

Please feel free to use our names in support of the Far East Solution.

Sincerely,


Don & Helen Bare



1

6-26-04

To whom it may concern:

We are totally against the Rice/
Broadmore alternatives. There would be
adverse results to homes, schools, businesses,
& traffic.

We would strongly approve the three
Far east alternatives that feed onto
I-5 south end of San Clemente &
Pendarton.

Sincerely,

Joe + Joyce Colombatto
918 CAMINO IBIZA
SAN CLEMENTE, CA. 92672

REC'D JUN 29 2004

P31

Virginia Staley

25742 Shell Drive
Dana Point, Ca 92629
(949) 487-0268

RECD JUN 29 2004

June 25, 2004

Ms. Marie Clary-Milan
TCA
125 Pacifica Suite 100
Irvine, CA 92618-3308

Dear Ms. Clary-Milan

I am writing to express my deep concern for the 241 Toll Road Extension along Pico Blvd. in San Clemente.

This route will have a major negative affect to the entire route from Talega to I-5.

Given that the alternate route would only affect "critters", I do not understand why any consideration is given to disrupting thousands of people that would be affected by destroying shopping centers, schools, and other small businesses.

Please do what you can to influence the selection of Pendleton for the extension

Thank you

Virginia Staley

Virginia Staley

FIRSTTEAM
REAL ESTATE, INC.

32451 Golden Lantern, Suite 210
Laguna Niguel, CA 92677
Fax: (949) 240-5995

Business, Message, Pager

(949) 487-0268

Virginia Staley, REALTOR

Search all listings at www.firstteam.com/virginiaastaley

RECD JUN 29 2004

June 25, 2004

Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

Subject: Support State Route 241, Foothill-South

Dear Ms. Cleary-Milan:

As a member of the Orange County Association of REALTORS®, I support the completion of the 241 Toll Road, Foothill-South.

As the only viable alternative to Interstate 5, the 241 Foothill-South will provide better mobility for commuters – both residents and visitors alike – in South Orange County.

Building alternative highway systems must be considered a priority if we are to accommodate the growing traffic demands in Orange County. Otherwise, inadequate transportation infrastructure will continue to threaten our quality of life.

As a REALTOR®, I understand that the availability of efficient transportation routes directly enhances home values in our community. Open and available roadways also determine whether people can afford to stay and live in south Orange County.

Please note also that I do not support the following options: the Arterial Improvements Only (blue), the I-5 widening (red), and the Central Corridor Alternative – Avenida Pico (yellow). These alternatives are projects that would eliminate over 1,600 homes in South Orange County, adding to the existing housing crisis.

Sincerely,


 (Signature)

BONNIE DOBSON
 (Print Name)

26952 FALLING LEAF DR, LAGUNA HILLS 92653
 (Address)

1A

REC'D JUL 01 2004

June 25, 2004

Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,


 (Signature)

LINDA SCARBERRY
 (Print Name)

15 Williamsburg Ln
 (Address)
 Coto De Casa, CA 92679

1B

Tarbell, REALTORS®

June 25, 2004

Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 08 2004

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Sincerely,

Kathleen Sorensen

(Signature)

Kathleen Sorensen

(Print Name)

2440 Cheney, Tustin, CA 92782

(Address)

1C

Ms. Macie Cleary-Milan
 Deputy Director—Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 07 2004

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Sincerely,

H. Gonili

HAIDEN H GONILI

(Print Name)

 (Address)

 (City, State, Zip Code)

1D

RECD JUL 12 2004

June 25, 2004

Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,

Carolyn Sue Allen
 (Signature)

Carolyn Sue Allen
 (Print Name)

13962 El Dorado Dr. 604, Seal Beach CA 90740
 (Address)

1E

Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 13 2004

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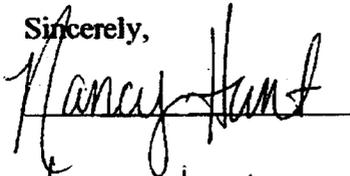
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Sincerely,



Nancy Hunt
(Print Name)

501 N. El Camino Real #140
(Address)

San Clemente, CA 92672
(City, State, Zip Code)

1F

Ms. Macie Cleary-Milan
 Deputy Director-Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 02 2004

REC'D AUG 02 2004

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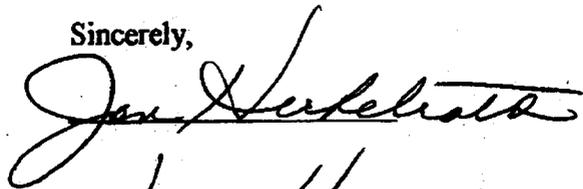
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Sincerely,



Jan Henkerath
 (Print Name)

31561 TASLEROCK-213
 (Address)

LACUNA BEACH, CA
 (City, State, Zip Code)

1G

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

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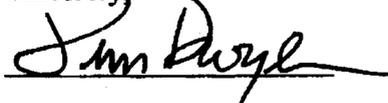
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1H

Sincerely,



JIM DWYER

(Print Name)

15761 PRIMROSE LANE

(Address)

Westminster, CA 92683

(City, State, Zip Code)

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

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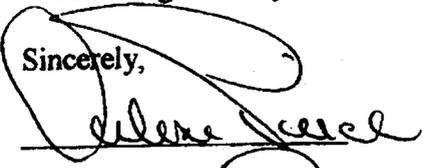
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Sincerely,



Arlene Pierce
(Print Name)

4006 Calle Bienvenido
(Address)

San Clemente CA 92673
(City, State, Zip Code)

11

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

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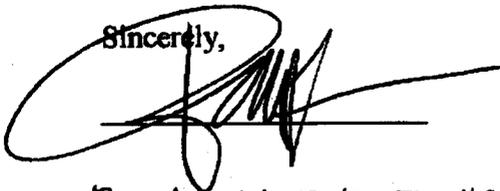
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Sincerely,



Marie Davis Kent

(Print Name)

27762 Goldenbrina

(Address)

Mission Viejo, CA 92692

(City, State, Zip Code)

1J

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

REC'D AUG 02 2004

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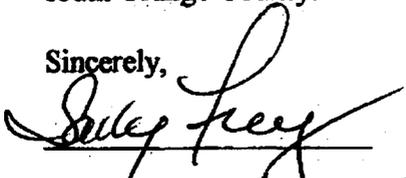
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Sincerely,



STACY FREY
(Print Name)

24932 LA CRESTA
(Address)

DANA POINT, CA 92659
(City, State, Zip Code)

1L

Ms. Macie Cleary-Milan
 Deputy Director-Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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REC'D AUG 02 2004

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Sincerely,

James P. Larkin

JAMES P. LARKIN
 (Print Name)

21332 BAYTON LN
 (Address)

HUNTINGTON BEACH, CA, 92646
 (City, State, Zip Code)

1M

Ms. Macie Cleary-Milan
Deputy Director--Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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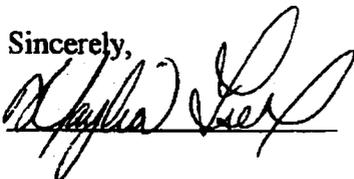
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Sincerely,



MAYLIA TSEN

(Print Name)

28711 Rachel Vista

(Address)

Laguna Niguel, CA 92677

(City, State, Zip Code)

1N

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,

Jeannie Luong
(Print Name)

215 W. Yale Loop
(Address)

Irvine CA 92604
(City, State, Zip Code)

Ms. Macie Cleary-Milan
 Deputy Director-Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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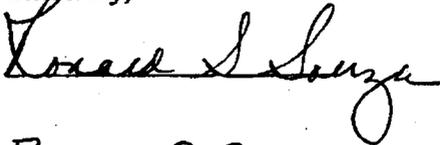
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Sincerely,



RONALD S. SOUZA
 (Print Name)

2603 MASIDE DRIVE
 (Address)

MISSION VIEJO, CA 92692
 (City, State, Zip Code)

1P

Ms. Macie Cleary-Milan
Deputy Director--Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,

Sunny Tamblen
(Print Name)

19 Morning View
(Address)

Irvine, Ca 92612
(City, State, Zip Code)

10

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

~~REC'D JUL 02 2004~~

REC'D AUG 02 2004

Subject: Support State Route 241, Foothill-South

Dear Ms. Cleary-Milan:

As a member of the Orange County Association of REALTORS®, I support the completion of the 241 Toll Road, Foothill-South.

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1R

Sincerely,

Barbara Delgeze

B. Delgeze
(Print Name)

17122 Beach Blvd #200
(Address)

Hunt. Beh, CA 92647
(City, State, Zip Code)

~~REC'D JUL 02 2004~~

Ms. Macie Cleary-Milan
 Deputy Director--Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,

Harold W. Tamblin

HAROLD W. TAMBLIN
 (Print Name)

19 MORNING AVE
 (Address)

IRVINE, CA 92603 (AS OF JULY 1ST)
 (City, State, Zip Code)

15

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,

Tony Mazeika

TONY MAZEIKA

(Print Name)

26461 Estancia Dr

(Address)

Mission Viejo, CA 92691

(City, State, Zip Code)

1T

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,

Mary Cass Holt

Mary Cass Holt
(Print Name)

27811 PASAD DEL SOL
(Address)

SAN JUAN CAPISTRANO 92675
(City, State, Zip Code)

1U

Ms. Macie Cleary-Milan
 Deputy Director-Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,



Maria Elena Banting
 (Print Name)

31 St. K. HS
 (Address)

M. B CA 92629
 (City, State, Zip Code)

1V

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,



Michele Wilkins
(Print Name)

43 Ridgeway
(Address)

Aliso Viejo CA 92656
(City, State, Zip Code)

1W

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,



FRANCIS SUTT

(Print Name)

16063 Banana St.

(Address)

Poway Valley CA 92708

(City, State, Zip Code)

1X

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,



Mike Bartlett

(Print Name)

31726 Rancho Viejo Rd. #203

(Address)

San Juan Cap. CA 92675

(City, State, Zip Code)

1Y

REC'D AUG 02 2004

Ms. Macie Cleary-Milan
 Deputy Director--Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,

Lisa Bartlett

LISA BARTLETT
 (Print Name)

22942 Doherty Pl

(Address)

Capo Beach, CA 92624
 (City, State, Zip Code)

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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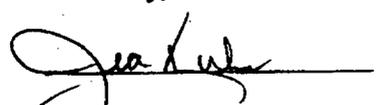
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Sincerely,



SEAN KULENIN
(Print Name)

640 ORIZABA AVE
(Address)

LONG BEACH CA 90814
(City, State, Zip Code)

1AA

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Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely,



Teresa A Miles

(Print Name)

6250 Morningside

(Address)

Hornington Beach CA 92648

(City, State, Zip Code)

1BB

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

REC'D AUG 02 2004

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Sincerely,

Jean Tietgen

Jean Tietgen

(Print Name)

20951 Brookhurst

(Address)

Huntington Beach, CA. 92646

(City, State, Zip Code)

1CC

Ms. Macie Cleary-Milan
 Deputy Director--Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely,

Shirley C. Long

SHIRLEY C. LONG
 (Print Name)

6352 Reubens Dr
 (Address)

Heatington Beach, CA
 (City, State, Zip Code)

92647

1DD

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
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Irvine, CA 92618-3304

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Sincerely,

Sally Doherty

SALLY DOHERTY
(Print Name)

904 Hyde Court
(Address)

Costa Mesa CA 92626
(City, State, Zip Code)

1EE

June 19, 2003

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618

REC'D JUN 30 2004

Re: Central Corridor Pico option and two La Plata options
as proposed Foothill-South freeway 241 expansion

Dear Ms. Cleary-Milan:

We are in strong opposition to all six of the expansion alternatives in San Clemente, and in particular, the Central Corridor option and two La Plata options. These options would in effect cut the city in half, and separate us from family and friends. We purchased our current home for our retirement five years ago. Our home is our nest egg, and we cannot afford the negative financial effect that such a proposed project would cause.

We do not believe that building a toll road as a driving convenience for a few people is fair to those who are either displaced or whose lifestyles are negatively impacted. Pico is already over utilized and a traffic nightmare for much of the day. With additional homes planned for Talega and Marblehead, this congestion will only worsen.

Some may make arguments about preserving the native habitat, however, the primary concern needs to be the residents and businesses which will be affected. The use of public funds for the relocation of so many homes and businesses would be a huge waste, if there are other alternatives which avoid condemning developed property.

Thank you for the opportunity to express our views.

Sincerely,

Doyle & Lois Stansel

Doyle and Lois Stansel
53 Maracay
San Clemente, CA 92672

David & Joan Glatt
5 Camino Sendero
San Clemente, CA 92673

[Handwritten signature] 4/24/04

David & Joan Glatt
5 Camino Sendero
San Clemente, CA 92673

No on Pico!!

Your opinion counts! Final comments due by 8/6/2004 I-5 & Pico?

P34

What is the issue?

- The 241 Toll Road expansion 108 choices have boiled down to two: Pico or Pendleton.
- The Sierra Club has spent millions of dollars successfully warding off Pendleton
- Pico may become the path of least resistance-few have spoken up resisting Pico
- The decision will be made after the close of public comments on August 6, 2004
- Construction would begin in 2006



What would 241 toll road Pico option look like?

- The Central Corridor Pico 241 toll road would bend around Pico at Talega-taking out brand new homes.
- It creates an unsightly interchange the size of El-Toro Y at Pico and I-5-with three elevated highways hundreds of feet high-blocking views - bringing trucks eyeball to eyeball with homes in Broadmoor, Marblehead and beyond.
- One skyway goes from St. Andrews church on the hill down to Ole Hanson elementary school -removing most of the high school, McDonalds, some of the Staples shopping center,
- It turns ocean views in Broadmoor, Marblehead and Palizada into a sea of cement
- It splits San Clemente into islands-Marblehead, Broadmoor, Staples center
- The noise level would be unbearable for lower level residents along Pico and I-5

REC'D JUN 30 2004

REC'D JUN 30 2004

What would be lost? (according to the recently released \$17 million Environmental Impact Statement)?

- Property values, ocean and canyon views, quiet, air-quality, and quality of life
- 750+ homes (in Broadmoor, Talega, around Ole Hanson, and others)
- 113 businesses (most everything from Albertson's down to I-5; all of the Wal-Mart/Lowe's/Albertson's Plaza, most of SC high school, old Ole Hanson Elementary School)
- Over 1,100 jobs and substantial San Clemente tax revenue

Do you want Pico to be the path of least resistance? Write for the record...

Ms. Marie Clary-Milan, TCA, 125 Pacifica, Ste. 100, Irvine, Ca. 92618-3308

Include: name, address, position statement (I am against all Pico alternatives or I am against the 241 toll road expansion, etc.) and how it will affect you personally.

What do **YOU** think about Foothill-South?

Make your voice heard by attending the public hearing and/or by turning in the comment card attached at the bottom of this flyer.

The time has come for you to let us know your opinion about Foothill-South.

WHAT: Public Meeting to voice your opinion about Foothill-South.

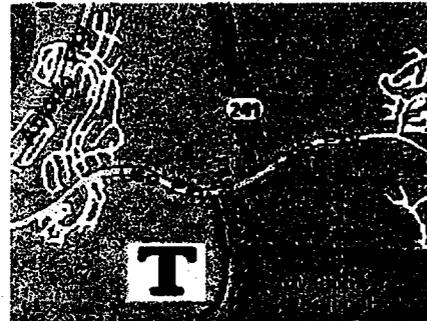
WHERE: Tesoro High School
1 Tesoro Creek Rd.
Las Flores, CA

WHEN: Saturday, June 19, 2004

PUBLIC TESTIMONY: 11:00 am – 1:30 pm

TESTIMONY: 2:30 pm – 6:00 pm

PRESENTATIONS: 10:30 am
2:00 pm



For More Information: Jeff Bott / TCA 949-754-3458

Let us know what you think!

Whether you can attend the meeting or not, please fill out, clip and mail back the comment card in a standard business envelope to:

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Cut Here

Comments on the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Project for the official public record:

The Foothill-South is a needed facility for our growing county. Please move forward with a facility that will be serve the county's future.

Name: Dave Simpson

Address: 60 Knollwood

City / State / Zip: IRVINE, CA 92607

REC'D JUN 8 0 2004

(714) 544-6756

Also received
via email
comments.

June 28, 2004

Transportation Corridor Agencies
Draft EIS/SEIR Comments
Ms. Macie Cleary-Milan & Mr. Walter D. Kreutzen
Deputy Director Environmental Planning & Chief Executive Officer
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 01 2004

Dear Ms. Cleary-Milan and Mr. Kreutzen:

As a follow up to the long awaited release of TCA (Transportation Corridor Agencies) draft of the Environmental Impact Statement (EIS) and Subsequent Environmental Impact Reports (SEIR) on Friday, May 7, we wanted to inform the TCA Board of Director's and all other collaborative Federal governing agencies (Federal Highways Administration, etc.) of our major concern regarding a majority of the proposed Foothill South Toll Road alternatives being proposed.

Due to projected growth over the next 10-25+ years, we accept the fact that there will be a need for an additional traffic congestion relief alternative. If one of the most logical alternatives is selected (ref. Far East Corridors) and it is properly constructed to minimize long-term environmental impacts, the Foothill South toll road will be the best solution for this future problem. Just as important, it will also serve as relief in the event of a natural disaster (i.e. San Onofre Nuclear plant, earthquake etc.). After considerable review and comparison of the (8) alternatives and (2) no action alternatives being considered, it is clearly apparent that a majority of them will directly and/or indirectly have a significant impact to our home and quality of life, our community of Mandalay/Pacific Crest (namely Pacific San Clemente HOA of approximately 160-170 homes) and the city of San Clemente.

We are adamantly opposed to the Central Corridor (CC Yellow) alignment because it is in a direct path line of the proposed route through San Clemente and will require the destruction of our family's home and many, if not a majority, of the surrounding homes in our immediate community! We have worked and saved a lifetime to purchase our home and finally have had the gracious opportunity to enjoy our five (5) year old neighborhood and the beautiful city of San Clemente. The larger more grave impacts would be the removal of an additional 590+ families homes, the business and community disruption due the additional businesses and jobs lost along the way. The destruction of that many families' lives is appalling let alone the astronomical construction cost of \$1.124B! You can bet that the majority anti-development and environmentalist groups that are heavily opposed to the three (3) more cost effective Far East Corridor options (or in favor of stopping the toll road completely) would feel exactly the same way and quickly abandon there strong anti-toll road positions if there families' homes and livelihood were in jeopardy of being destroyed. The Central Corridor (CC Yellow) alternative is NOT PREFERRED!

In addition, we are also strongly opposed to the Central Corridor - Avenida La Pata Variation (C-ALPV, Light Orange), the Alignment 7 - Avenida La Pata Variation (A7-ALPV, Dark Orange) and the Arterial Improvements (AIQ) alignments. Although there is no direct impact requiring the removal of our home, due to close proximity (basically in our back yard) these alternatives would completely disrupt the quality of life in the community that we enjoy. Needless to say, some of the more severe damaging impacts would the indirect deterioration, destruction and gradual decline in the beauty of our immediate community, the neighboring communities and the City of San Clemente. Despite the lower construction costs ranging from \$513M-\$963M in comparison to the Central Corridor, many of the adverse impacts would include but are not limited to, poor quality of life, increased noise pollution/air quality, decline in aesthetics, significant increase in local traffic congestion, declining value of homes, etc. These three (3) alternatives are NOT PREFERRED!

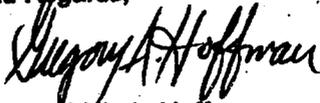
As far as the I-5 Widening (I-5, Red) alternative is concerned, we are strongly opposed to this alternative simply due the sheer magnitude of overall destruction of the number families' livelihoods, homes destroyed, business/jobs lost and the MAJOR destruction and deterioration to the City of San Clemente. The other key business factors that prevent this alternative from being the best option to relieve traffic congestion in the future is the fact that it is purely cost prohibitive at \$2.424B! More importantly, the delays in obtaining state/federal funding approval for such a huge undertaking would prevent the timely start and construction completion of the I-5 widening in order to relieve projected future traffic congestion requirements. Simply put, it may never happen in my lifetime. I-5 Widening alternative is NOT PREFERRED!

We do however strongly endorse all three (3) of the FAR East Corridor alternatives - The Far East Corridor - Modified (FEC-M, Purple), Far East Corridor - West (FEC-W, Lavender) and the Alignment 7 - Avenida Far East Crossover - Modified (A7-FEC-M, Green). These alternatives are the best and most feasible because they completely avoid and/or eliminate the direct/indirect impacts to not only our own livelihood and home, they also preserve our neighbors' livelihoods and community, as well as, the surrounding communities and the City of San Clemente. Although, adamantly and vigorously opposed by environmental groups these alternatives are the least costly to construct at \$380M-\$426M. They also all offer environmental sensitive solutions taking into careful consideration and planning for the preservation of wetlands, habitat, endangered species, etc. The TCA has performed amicably in the past on mitigating, preserving and protecting the environment in the construction of all previous toll road systems and there is no reason that the same standard (or better) cannot and will not be maintained by the TCA in the planning and construction of the Far East Corridor options. The FAR EAST alternatives ARE MOST PREFERRED!

Lastly, the NO ACTION alternatives (based on future construction of 14,000-20,000 homes in Rancho Mission Viejo) are not even considered viable options. It is a known fact that the future projected growth in the area 10-25' years from now mandates the requirement for traffic congestion relief. It is a necessity or there will be absolute gridlock on our local streets and freeways. In the event, of a natural disaster it will be devastating. The NO ACTION alternatives are NOT preferred!

Historically, the TCA process of record has avoided the removal of any homes or businesses to construct the current toll road systems we currently benefit from and enjoy. It would ONLY be prudent of the TCA board and Federal Highway's agency from a business, economic and humanity perspective to maintain that policy when the record of decision (ROD) is determined in early 2005 on the best and most cost effective Foothill South toll road alternative. The final decision to select one (1) of the Far East Corridor options clearly appears to be the most economical and timely solution when properly and logically evaluated without politics being the influential factor in the business and socio-economic equation. It would ONLY be a tragedy as to the destruction of the many many families' lives in the San Clemente area if the decision is made to the contrary just in order to appease the vocal minority environmentalist groups and anti-development extremists. The personal human tragedy would rest squarely on the TCA and Federal Highways shoulders and may result in only additional construction start delays along with added legal costs due to possible pending litigation.

Kind Regards,



Greg and Minda Hoffman
92 Via Sonnisa
San Clemente, CA 92673
H: 949-369-0616
C: 949-584-4826

Ms. Marie Clary-Milan
TCA
125 Pacifica, Ste. 100
Irvine, CA 92618-3308

RECD JUL 01 2004

Dear Ms. Clary-Milan,

My husband and I are against all Pico alternatives. As new homeowners in Talega we thoroughly enjoy our lifestyle including easy access to the businesses up and down Pico Avenue. The Pico option would definitely be an eyesore to the beautiful community we live in and would bring property values down. What attracted us to Talega in the first place were the quietness of the Carmel community and the surrounding beauty of the canyons. The Pico option would affect us personally, as we would lose the very lifestyle we moved here for in the first place.

Sincerely,

Teri Marlowe

Dwayne and Teri Marlowe
10 Calle Merceda
San Clemente, CA 92673

405 Calle Fresta
San Clemente, CA, 92672
June 28, 2004

Ms. Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine, CA., 92618-3308

REC'D JUL 01 2004

Dear Ms. Cleary-Milan:

I recently observed what happened at the Tessoro school, as opponents shouted down those who support the South extension. I wonder if they were locals. Probably most were not!

I believe that the extension is a necessity; especially in light of the intransigence of the local authorities about another exit from San Clemente (LA PATA).

Because of this problem of ingress-egress for our city, I must suggest the Foothill South extension.

Specifically, the FAR EAST would be the choice for me, and not PICO. (I live in the area to be affected)

It's too bad that the public forum had to be dominated by the "do nothing" crowd. They don't fight me!

Yours Truly
Edward E. Moeller and
Emily J. Moeller
(MOELLER)

June 28, 2004

REC'D JUL 01 2004

Ms. Marie Clary-Milan
TCA
125 Pacifica, Ste. 100
Irvine, CA 92618-3308

Re: 241 Toll Road Expansion

I support the expansion of the 241 Toll Road using the east Pendleton corridor. I would use frequently to and from San Clemente to avoid I-5.

The Pendleton route is the best solution all factors considered.

Alternative routes should be eliminated from the final decision entirely.

Thank You,



Thomas H. Hurt
44 Avenida Cristal
San Clemente, CA 92673

John T. Tengdin
2859 Calle Heraldo
San Clemente CA 92673-3572
phone & fax: 949-361-9595
Cell: 949-370-1140
E-mail: j.t.tengdin@iecc.org

REC'D JUL 02 2004

June 30, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Unfortunately, I was out of town and hence unable to attend the public workshop on toll road alignment alternatives. But from the news reports, and reports from friends who did attend, it is clear that the representations by the Surfrider Foundation were at odds with their praise of earlier project.

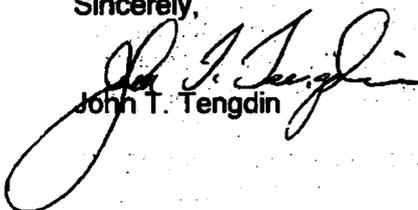
Several years ago when the grading plans for the Talega development in San Clemente were being reviewed, the Surfrider Foundation praised those plans for the planned treatment of the runoff into San Mateo Creek. Later, when the Lusk Company revealed their plans to treat the runoff - not just from their Marblehead Coastal project, but also from a one-mile stretch of I-5 - the Surfriders Foundation publicly commended Lusk at the Coastal Commission hearing.

Now the public has seen the plans to treat the runoff from the toll road extension, (even more extensive treatment than Talega and Marblehead Coastal projects - every drop of water that hits the road will be captured and treated, and will not reach the creek or the ocean) and what does the Surfrider Foundation have to say? that the toll road extension will ruin Trestles Beach with pollution. They are even ignoring the fact that, in addition to treating runoff from the extension, on the two-mile stretch of I-5, from Cristianitos Road to Basilone Road, all the runoff that now flows to the beach will also be treated. These are the facts that they chose to ignore.

There is no doubt in my mind that San Clemente needs traffic relief on I-5, and widening I-5 not only has devastating consequences to adjacent home and business, but there is no way to fund such a project. All the other alternatives, except for the Far East, do nothing to relieve traffic on I-5 from Pico south. And building this extension will actually improve ocean water quality. That's because all the debris and runoff from the traffic - diverted from I-5 to the toll road extension - will be treated before it reaches the ocean.

I strongly support the Far East (modified) as the preferred alignment. Although it costs 10% more than the other Far East alignment, it misses a much larger section of the Donna O'Neil Land Conservancy. The slight increase in affected habitat can easily be mitigated by the techniques you have already proved to be successful on the completed sections of the road.

Sincerely,



John T. Tengdin

June 29, 2004

Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Ste. 100
Irvine, CA 92618-3304

REC'D JUL 02 2004

RE: FOR TOLL ROAD EXTENSION—SOUTH END OF SAN CLEMENTE

Dear Ms. Cleary-Milan,

I live in the Broadmoor homes above San Clemente High School and above Ave. Pico. My husband and I love the single story homes, single loaded streets and bought our house five years ago with the idea of living here "forever." I have been a resident in Capistrano Beach and San Clemente since 1965 and have raised my two sons here. Both have remained in San Clemente; one is a deputy sheriff and the other is a business owner.

I support the Toll Road Extension:

1. Traffic is rapidly increasing on the 5 Freeway; the LA Times said traffic would increase 60% in the next twenty years.
2. Traffic is now backed up in the mornings and evenings and weekends through various parts of San Clemente.
3. **When 9/11 struck, I realized that with the exception of Pacific Coast Highway to the north and the 5 Freeway, there are NO alternate routes out of town in an emergency. It is a frightening thought to consider being stuck in a disaster.**

I support the Toll Road Extension **south of San Clemente:**

1. Fewer homes and businesses would be disrupted.
2. The extension would be less costly at the south end of San Clemente.
3. As long time residents we could not afford to relocate in San Clemente.
4. This extension would NOT divide the City of San Clemente.

The Sierra Club supports the Pico extension, arguing the south extension would disrupt Southern Steelhead in the San Mateo Creek and the existence of gnatcatchers. These birds thrive throughout the whole San Clemente area and the steelhead have just recently been replanted after many years, thus negating the Sierra Club stand.

I believe the Toll Road Extension at the **south end of San Clemente** is essential to our sense of security and the general public's pursuit of happiness.

Sincerely,

Joyce Stewart

Joyce Stewart
245 Calle Empalme
San Clement, CA 92672
949-361-4799

REC'D JUL 08 2004

July 1, 2004

To whom it may concern,
We need an alternate to
the I-5 from north to south.
The latest plan with a
fly-over my back yard is not
acceptable.

Forget the Toll-road
if it is at the expense of home-
owners + businesses.

This has been our retirement
home since 1975 + hope to be
here until they carry me out
feet first.

This will cancel out
previous notes I've made.

Sincerely,
Norma Miguel
613 Calle Miguel
San Clemente, Ca
92672



July 1, 2004

RECD JUL 03 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.

A handwritten signature in black ink, appearing to be "J. O'Neill".

Carol and Steve Taylor

REC'D JUL 08 2004

July 1, 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.

Thank you,



Carol Taylor and Steve Taylor

24 Via Sonrisa, San Clemente CA 92673

949-498-5085

RECD JUL 09 2004

Transportation Corridor Agencies
Ms. Macie-Mijan, Deputy Director
Enviromental Planning
125 Pacifica
Irvine, Ca. 92618-3304

Dear Director:

We are very disturbed that you are talking about widening I-5 again.

To add another lane on I-5 you would need to come too close to our home. It is already too close.

The last time you widened it one lane it made the traffic noise much worse. It will ruin our home.

We trust you will consider the homes near I-5 and the people who live in them.

Sincerely,

Mrs Harry P Miller

Mrs. Harry P. Miller
31092 Via San Vicente
San Juan Capistrano, Ca. 92675

July 1, 2004

N. William Eaton & Leola A. Eaton **RECD JUL 07 2004**
2242 Calle Opalo
San Clemente, CA 92673

July 2, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618

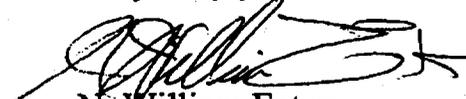
RE: Foothill South Transportation Corridor

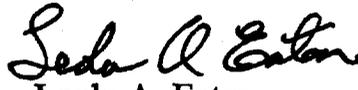
Dear Ms. Cleary-Milan

My wife and I live in the Marblehead area of San Clemente. We have lived in San Clemente, at different locations, for more than 35 years. We remember the two and three lane highway 101 from San Clemente to Santa Ana.

We STRONGLY support the completion of the Toll Road to intersect the 5 freeway on the South side of San Clemente. The 800 people who were at the "town hall" meeting blocked the way for anyone who was in favor of the continuation of the toll road. Please vote us as YES.

Very truly yours,


N. William Eaton


Leola A. Eaton
2242 Calle Opalo
San Clemente, CA 92673

1

Arnold and Ana Tiscareno
307 Calle Empalme
San Clemente, CA 92672

REC'D JUL 07 2004

July 02, 2004

Ms. Macie Cleary - Milan
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear Ms. Cleary- Milan

We have lived in San Clemente for 27 years, We moved from Buena Park on recommendation of our Dr. In order for my wife could have a better quality of life. She suffers from Asthma. We were 46 years old than. Hoping to live the remaining years of our lives in an area suitable to her condition, and for me, my retirement years in health and comfort helping her after her taking care of me. I worked over 40 years in Labor Relations. I certainly do not want to see and experience our sunset years unable to take care of each other in a less proportionately area after working and planning so long.

We are urging you to recommend against any toll road alignment options that include Avenida Pico.

- Central Corridor (Especially)
 - Central Corridor- La Pata Variant
 - A-7 Corridor- La Pata Variant
- Arterial Improvements only - La Pata/Pico

The reasons for this are that, to varying degrees, each of these options would create the following socio-economic cost to our community.

1. The last great small town in Orange County would be lost forever. It would divide San Clemente into islands, segmenting elements of the city from one another and perhaps causing neighborhoods reminiscent to those in East and South East LA. (Heaven forbid).
2. Make an already difficult local street network worse
3. Suffer the loss of an estimated 750+ existing homes, who we, will be are part of because we live in the beautiful Broadmoor neighborhood above the San Clemente High School
4. Introduce noise, light, and chemical pollution into the heart of existing and highly desirable residential developments. In addition, the none polluted air is the major reason we moved to San Clemente.
5. Engineers preliminary cost estimate well in excess if \$1 billion in current dollars does no include land acquisition (condemnation) cost, which would exceed \$1 billion.
6. Homes, business, and jobs would be lost, significantly reducing the local tax revenues.
7. Construction would dramatically disrupt the local area for 2 to 3 years.
8. The peace, tranquillity, and quality of life we came to San Clemente for would be lost forever.

We are San Clemente residents and property owners. We urge you not to be influenced in your recommendation by the exhortations of noisy out-of-towners.

Thank you for your consideration,

Arnold And Ana Tiscareno

2107 Camino Laurel
San Clemente, California, 92673
July 2, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

RECD JUL 07 2004

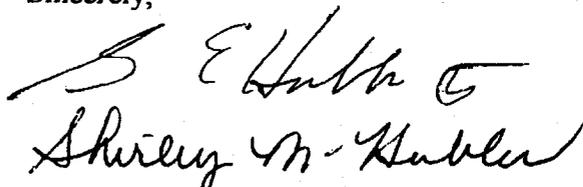
Dear Ms. Cleary-Milan,

My wife and I would like to express our view that the contemplated toll road extension be located as far inland as possible to avoid impacting the current residents of San Clemente and other communities. One of the two inland alignments would have the least effect on quality of life, aesthetics, air quality, noise, homeowner displacement and visual impact. Additionally the lower cost to all tax payers is vital.

The Pico alignment is the least desirable since it would adversely impact the greatest number of residents and physically and visually divide the community of San Clemente.

Exercising sound judgement of the available facts should be the criteria used, not the loudest emotional voices.

Sincerely,



G.E. Hubler III
Shirley M. Hubler

7/3/04

P49

TCA

Maic Cleary-Milan

125 Pacific

Suite 100

Irvine CA 92618-3308

RECD JUL 07 2004

To whom It May Concern:

As residents of San Clemente & living
at 15 Borriana San Clemente, my spouse
& I are ~~opposed~~ opposed to connecting
the 241 toll road at I-5 & Pico,

If the toll road has to connect to
I-5, then use the government land
at Pendleton.

Sincerely,

David Campbell

Zen Campbell

15 Borriana

San Clemente CA

92672

RECD JUL 07 2004

June 30, 2004

Transportation Corridor Agencies
Attn: Ms. Macie Cleary-Milan, Deputy Director Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

RE: Foothill South -- Draft Environmental Impact Statement (EIS)/Subsequent Environmental Impact Report (SEIR)

Dear Ms. Cleary-Milan,

We were recently informed of the proposed alternatives for the extension of the 241 Toll Road (Foothill-South) Corridor. Upon reviewing this information, we feel it is important to communicate our displeasure with many of these options. In particular, the Central Corridor (CC), Central Corridor Avenida La Pata Variation (C-ALPV), and the Arterial Improvements (AIO) are not preferred options to us. Our concerns are very sincere, and we ask that you view them seriously.

My wife and I have resided in Orange County our entire lives, and have always dreamed of living in a beach community – a place with a “small town feel”, beautiful landscape, clean air, and a safe environment for our kids. Our search took us to San Clemente, and the beautiful community of Mandalay. We feel extremely fortunate to have found the home of our dreams, in this city we love. We truly could not be happier with where we live. We’re confident these sentiments would also be echoed by the majority of homeowners in our community. And, now it seems, your agency could potentially take this all away.

We understand the need and the importance of addressing the growing traffic concerns affecting the I-5 South, especially in and around the beach towns of Dana Point, Capistrano Beach, and San Clemente. However, by literally destroying the heart of San Clemente, would you really be making a positive impact? We answer that with a resounding, “no”! The three alternatives mentioned above, would essentially remove 938 homes (ours included), displacing families who have worked long and hard to own a home in this city. Secondly, with many of these affected homes being valued close to \$1 million, the financial impact to your agency would be staggering – you couldn’t afford it. And, as mentioned earlier, the quality of life we have found in San Clemente, would be ruined with the increased pollution and traffic noise.

It seems to us, that both of the Far East Corridor alternatives (FEC-M and FEC-W) would be the most viable and would affect no homeowners whatsoever. It would also improve the traffic congestion, which would accomplish the goal presented in this study. The extent of the impact would be limited to the open land that currently exists (wetlands, etc.). And frankly, we believe the quality of life for human beings should be held in a higher regard, that that of an arroyo toad, or California gnatcatcher.

We ask that you take our concerns into account while making your decision. It is our hope that once you review our comments, you will also come to the conclusion that these three options

(CC, C-ALPV, & AIO) will not be your preferred alternatives either. Thank you for your serious consideration to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve & Janie Wood". The signature is written in a cursive, flowing style.

Steve & Janie Wood
"Mandalay" Community Homeowners
27 Via Palacio
San Clemente, CA 92673
(949)388-8823

Lisa

7/02/2004

To: Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

REC'D JUL 07 2004

From: Robert T. Hoiland
3 Puerto Valdemo
San Clemente, CA 92672

I am adamantly opposed to all Pico alignment options for the 241 Toll Road expansion. The impact of this alignment plan would greatly diminish my quality of life and my property value by creating a view obstruction, increasing traffic noise, and exposing my family to elevated exhaust emissions.

I choose to live in San Clemente because it is a quiet seaside town. The TCA's Pico alignment option is ludicrous to the town of San Clemente and its residents. I will personally pursue all legal options available to prevent this plans success.

Sincerely,

R. T. Hoiland

MARBLEHEAD COMMUNITY ASSOCIATION

June 29, 2004

REC'D JUL 07 2004

Homeowners
Marblehead Community Association
San Clemente, CA 92673

Mrs. Charles A. Hemler

RE: To: TRANSPORTATION CORRIDOR AGENCIES - FOOTHILL SOUTH

Dear Homeowners:

During the June Board of Directors meeting the topic of the recently distributed Environmental Impact Statement (EIS) for the Foothill-South transportation project was discussed. It is highly recommended that all concerned homeowners in the Marblehead Community send a letter or an email correspondence to the TCA regarding the transportation improvement plans. The EIS may be reviewed at the San Clemente Information Center, 209 Avenida Del Mar, Suite 102, in San Clemente. The report may also be reviewed on the Internet at www.thetollroads.com.

Written comments may be sent to:

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

*SO-called
Over-development of lands
causes more over-crowding
in schools which now
have a stupendous job
trying to educate in these
over-crowded schools.*

Comments may also be submitted at the above listed website.

It is suggested that comments include quality of life, aesthetics, air quality, noise, homeowner displacement, and visual blight. The public comment period has been extended to August 6th, 2004. Make your opinion and your voice heard on this issue. Depending upon what traffic corridor is approved, the decision will have severe ramifications for Marblehead and other neighboring communities.

*negative effect on &
+ over building by developers when areas
are opened up by toll
roads.*

Sincerely, *Margaret Hemler*
2300 Calle Almirante
San Clemente, CA 92673
The Board of Directors
MARBLEHEAD COMMUNITY ASSOCIATION

1012 Calle Venezia
San Clemente, CA 92672
July 5, 2004

REC'D JUL 07 2004

TCA
125 Pacifica, Ste 100
Irvine, CA 92618-3308

ATTN: Macie Cleary-Milan,

It has come to my attention that the controversy over the completion of the 241 Toll Road is heating up again. Will this nightmare ever be resolved? Will adequate planning ever be undertaken?

Some of the newer residents in my neighborhood are in a flap over your threat again to use a Pico (now 4, I understand) route to the I-5. This is nasty politics. Rather than work for a reasonable route that will include something other than another El Toro Y bottleneck anywhere in south county, you attempt to divide and conquer the residents of San Clemente to get your wish for the benefit of developers and not of the residents of Orange County.

The last time this mess was a hot topic, there seemed to be a consensus that an eastern direction outlet toward the I-15 was necessary. Whatever happened to that idea? Where is the completion of La Pata to Ortega? We were told 18 years ago when we moved here that that route would be completed soon.

As for your "survey" results, I have answered your survey more than once and was given choices similar to "Would you rather have a toll road or be shot in the head?" The surveyor didn't record a thing I said and said he/she couldn't and could only record yes or no to the specific questions.

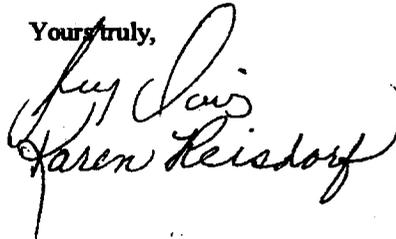
It seems to me that all the money you spend on surveys and advertising could go for a better cause like intelligent, thoughtful planning for the RESIDENTS of this county.

Please tally this household against the toll road coming down Pico.

Please tally this household against the toll road anywhere.

Please tally this household FOR completion of La Pata and a route eastward to the I-15.

Yours truly,


Karen Reisdorf

July 5, 2004

REC'D JUL 07 2004

Re: EIS/SEIR Project Alternatives
Foothill South Toll Road

To Whom It May Concern:

I am writing to express my opposition to the completion of the Foothill South Toll Road through Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple, Far East - FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and businesses will be demolished to make way for the Pico alternatives. Loss of green space, increased noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the Toll Road though the middle of San Clemente at Pico, Hermosa, or La Plata will benefit the community in any way. I am saddened that moving families that have worked so hard and so long to afford to live in such a wonderful community is considered an alternative along side an alternative that will not affect homeowners. I have been very fortunate to have been able to live in South Orange County since I was two years old, I am now thirty nine. My parents worked very hard to provide a safe, secure, and stable environment for me and my siblings to grow up in. I wish to raise my children in the same wonderful community; thus, allowing them to attend the same school districts throughout their developmental and educational years, providing them a stable environment that allows them to make life long friendships, and ensuring a safe, secure environment in a family oriented community.

Keep in mind we are all here to pursue the American dream - please do not take that away from us.

Sincerely,



Jennifer Schhabl
40 Calle Maravilla
San Clemente, CA 92673

JOHN AND NATSUKO ORR
2137 VIA TECA, SAN CLEMENTE, CA 92673

REC'D JUL 07 2004

Dear Ms. Macie Cleary-Milan:

My wife and I are owners of a house in the Marblehead section of the City of San Clemente. We are hereby following a recommendation from the Marblehead Community Association that we respond to you by letter regarding the proposed Foothill South Toll Road.

We support the Foothill South extension, and in particular the proposed Far East Corridor. Either the Cristianitos Variation or the Ag Field Variation would be desirable. We would be strongly opposed to either the Central Corridor or the Talega Variation, because either of these proposed routes would destroy too many existing expensive homes in San Clemente. We are sure that either the Central Corridor or the Talega Variation would generate considerable community opposition. The Far East Corridor, with either variation, would only destroy a campground, which we would not consider to be a serious loss. Minimal impact to the San Onofre State Beach, which is a favorite area for local surfers, would be desirable.

In the future, we would like to see the Transportation Corridor Agencies plan and construct a toll road to connect San Juan Capistrano or San Clemente with the Lake Elsinore area. Such a toll road is needed and long overdue. It should be constructed with underpasses for use by local wildlife. The existing Ortega Highway is overused and very dangerous, as proven by the many horrendous accidents which have taken place on that highway.

We have long been a supporter of the toll roads. My wife and I continue to use the San Joaquin, Eastern and Foothill Toll Roads. We have visited your office on Avenida Del Mar in San Clemente, and your present mailing list contains our names and address.

Yours very sincerely,

John L. Orr

Natsuko B. Orr

Ms Marcie Cleary-Milan
Deputy Director-En. Planning
Irvine, CA 92618-3304

REC'D JUL 07 2004

Re; Central Corridor Opposition

Ms Cleary-Milan;

Planning our retirement in the early 1990's, we spent week-ends visiting various cities up and down the CA coast, evaluating the area for neighborhoods, parks, shopping, etc. We looked for 'a sign' that, "this is the one". After 2 years of looking, we kept feeling that tug for San Clemente.

We moved in 10 years, and have never regretted our choice of homes or area. Now, a potential personal disaster - *The Central Corridor* - looms on the horizon. Our spectacular \$100,000 ocean view, will be replaced with a 10 billion dollar-plus boondoggle, and our home will dwindle in price and appeal.

It seems our Montego Development, on Avenida Del Cerro, will be impacted to the extent where our development will have a dramatic increase in traffic, and our City, literally, split in two. Elimination of part or all of our shopping areas on Pico, namely, *Gateway Plaza*, and, *Lowe's and Wal-Mart Plaza*, will erode a large portion of our tax base. Add to this the potential loss of jobs and upheaval of over 600 + homes.

Projecting into the future, and the possibility of a new *Marblehead Project*, north of Pico, and east PCH and west of I-5. The present infrastructure is stretched beyond its intended capacity.

Two off-ramps and two on-ramps off at Ave. Pico - are located and are adjacent to two restaurants - *Carrows*, and *McDonalds*, and San Clemente High on the immediate east side of I-5; the U S Post Office, *Dennys*, Mobile Gas Station, small shopping center and various business on the immediate west of the I-5. Combine this with the traffic of 3 large commercial and industrial parks, two golf courses, etc and you have created super-heavy traffic snarls throughout the day. Now add another major freeway to this mix, and you've created a, *Design for Disaster*.

Then again, we won't have San Clemente High, 2 restaurants, the post office, shopping centers, small businesses, 600 residences etc, if the plan goes through

All studies have shown that there are, basically, only 2 routes out of San Clemente - to the north - I-5 and Pacific Coast Highway; and only one route from the I-5 to the south - (El Camino Real (PCH) ends at the San Diego Co. line, at Christanitos.) Avenida Pico is the major e/w artery road, in San Clemente.

This is a definite NO on the Central Corridor, and any plan which will impact Avenida Pico. They are Designs For Disaster.

Signed

Jack W. Dyrath
Cheryl M. Wernick

Date

7/3/04

REC'D JUL 07 2004 .

July 2, 2004

MS Macie Cleary-Milan
Deputy Director Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear MS Cleary-Milan:

I am writing you to state my unequivocal opposition to the three Avenida Pico alternatives especially the Central Corridor alternative, proposed by your agency for the extension of the 241 Toll Road. My wife and I have lived in the Rancho San Clemente neighborhood of San Clemente for over six years, and we intend to live here the rest of our lives.

We specifically chose to move here from Newport Beach so that we could live in a beautiful, quiet neighborhood located in a relatively pristine area surrounded by nature. To have a toll road running down Pico to intersect with one of the largest freeways in the nation would destroy our lifestyle and those of hundreds of our neighbors.

Our city is already divided by the horrible I-5 Freeway, which never should have been built so close to the ocean in the first place. To build another massive freeway like project in this town would simply add insult to injury.

The cost of constructing these projects in dollars alone is completely outrageous, and that alone should remove these alternatives from the table. However, the social, environmental and economic costs to this city would be astronomical, and would, in all likelihood, change San Clemente from being one of Southern California's finest cities to just another polluted, congested, overcrowded, crime infested cesspool like Santa Ana or Los Angeles.

Please be assured that my family and I, along with our neighbors, will do everything in our power to prevent this catastrophe from happening.

Sincerely,



1

P57

July 4, 2004

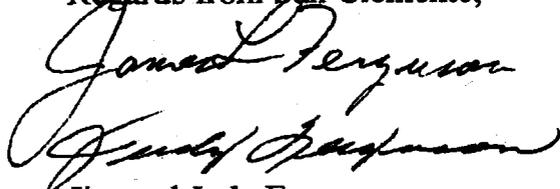
Macie Cleary-Milan, TCA
125 Pacific, Suite 100
Irvine, CA 93618-3308

REC'D JUL 07 2004

Dear Macie Cleary-Milan,

I am sure you have seen all the con reasons for "No on Pico", they are truly frightening to our beautiful village by the sea way of life. We are retired and have lived in San Clemente for almost 30 years. We respectfully ask that reasonable consideration be given to the conservation of this beach environment. Freeways do not need to come, at the cost of our church and schools, and homes, changing the view, lowering our property values, forcing homeowners, old and new to give up their dream of living in a beach community. We are so concerned, and are writing so we will not be the path of least resistance.

Regards from San Clemente,



Jim and Judy Ferguson
1108 Calle Venezia

Monday, July 5, 2004

Macie Cleary-Milan TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

REC'D JUL 07 2004

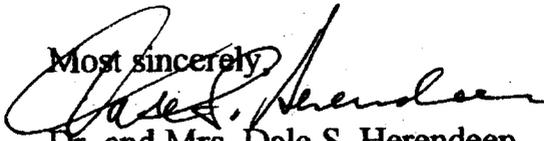
Dear Ms. Cleary-Milan:

As a resident of San Clemente, living in Rancho San Clemente above Pico (above the area of the San Clemente High School and the Albertson's Shopping Center) I write to urge you to defeat any move to expand the 241 Toll Road onto Pico to connect with I-5. I cannot imagine what this would do to this valuable area of San Clemente. We have already come to accept the tremendous amount of new traffic on Pico leading to the Talega and other new housing developments, to say nothing of the new shopping complex and additional commercial sites.

That the Sierra Club would have a voice in the selection of this route is beyond me, I say this sincerely. While they may not support a Pico route, they will do whatever is necessary to save their little San Onofre Beach! It is clear to the majority of San Clemente residents that the Pendleton route is the only option for an extension, if indeed we must have that extension.

Thanks for reading this letter and understanding our feelings in this matter.

Most sincerely,


Dr. and Mrs. Dale S. Herendeen
25 Cartagena
San Clemente, CA 92672

RECD JUL 07 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road. I do not support any of the alternatives because I believe that each route has negative impacts on the community of San Clemente. Completion of the Foothill South Toll Road has the possibility of destroying homes and business, increasing noise, increasing air pollution, destroying hillsides, destroying beaches, destroying open space and wildlife, and actually making the traffic congestion worse in San Clemente. I do not believe that there will be a significant number of vehicles that will choose to take the toll road as an alternative, but I do believe that it will allow back country to be developed which will increase the traffic problem.

My suggestions would be to open up La Pata from Pico to Ortega Hwy. To allow the alternate access many feel is needed. Possibly widen Ortega Hwy to give us a more direct route to I 15. Stop the completion of the Foothill South Toll Road. If someone needs to access it, one can easily get to it. Please do not allow the city of San Clemente and its' beach to be destroyed. Sadly, there is no going back once it has been destroyed.

Julie Kosinski
48 Calle Maravilla
San Clemente, Ca. 92673

Julie Kosinski 7/5/04

REC'D JUL 07 2004

July 1, 2004

As a resident of San Clemente I am writing to express my opinion about the Foothill South Toll Road through Ave. Pico (yellow, orange and red). I strongly oppose the completion for this route. I am in strong support of the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the growing communities of San Clemente we currently have. Homes and businesses will be demolished and destroyed to make way for the Pico alternative. Loss of green space, increased noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative impacts upon our community. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short term as well as long term.

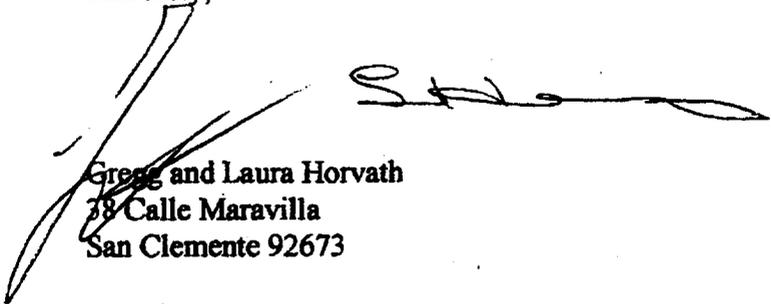
I am also concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming our pleasant beach community with high-rise freeway development through the middle of the boundaries.

I support a community centric alternative that allows the development of the Toll Road behind the city which would allow for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermose or La Pata will benefit our community in any way.

Thank you for your concern to this matter.

Sincerely,



Greg and Laura Horvath
38 Calle Maravilla
San Clemente 92673

(949) 361-2814

To = Transportation Corridor Agencies

FOZ

Ms. Macie Cleary - Milan

Deputy Director - Environmental Planning

125 Pacifica, Suite 100

Irvine, CA 92618-3304



VIA Telecom

Ker Zhang, Ph.D
CEO

VIA Telecom, Inc.
3390 Carmel Mountain Road
San Diego, CA 92121-1002
Tel: 858-523-5264
Fax: 858-350-0171
E-mail: zhengk@via-telecom.com
URL: www.via-telecom.com

Dear Ms. Macie,

I'm writing you to against the expansion of Hwy. 28
onto Ave Pico.

I'm a long-time resident of San Clemente and live
off Pico. A highway along Pico would be a disaster
in our life.

I would please you and the government to choose
an option that will minimize the impact to the residents
of San Clemente off Pico.

Thank you very much

RECD JUL 07 2004

Best regards,

Ker Zhang

KER ZHANG

1723 Avenida Crescenta

San Clemente, CA 92672

REC'D JUL 07 2004

49 Maracay
San Clemente, CA 92672
July 3, 2004

Macie Cleary-Milan
Deputy Director-Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

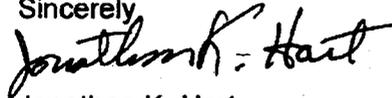
Dear Ms. Cleary-Milan:

I strongly oppose all proposed 241 Toll Road extensions that coincide with Avenida Pico and divide San Clemente. The adverse consequences are so numerous and so severe that I am surprised the possibility is even being considered. The noise and pollution will significantly degrade a neighborhood of many thousands of people. The alternative routes (on the edge of Camp Pendleton) affect comparatively few people. The Pico route will disrupt our sense of community by cutting us off from many of our neighbors. As I understand it, the alternative routes will cut off no one. The cost of exercising eminent domain on the Pico route will be huge; on the alternative routes it will be small. The densification caused by the Pico route would be a big step in converting our community into an urban jungle. With more insularity and densification, coupled with the loss of community, I believe we would have worse schools, fewer parks and play areas, and more crime.

I moved to San Clemente 18 years ago, and to the Avenida Pico area 8 years ago when I discovered what a wonderful location it would be to raise my children. I have worked full-time in the El Segundo and Redondo Beach areas, 65 miles away, for 9 years, but I have never even considered moving from San Clemente to ease my commute. I love San Clemente and intend to live in the Avenida Pico area with my wife and children for the rest of my life.

I am not thrilled with the idea of having any extension built to the 241 Toll Road, but I sense that it is inevitable. I hope you will act to put it where it will do the least harm. Thank you for considering my points.

Sincerely



Jonathan K. Hart

RECD JUL 07 2004

July 5, 2004

To whom it may concern:
My husband Don & I and
I, Patricia M. Haly are both
in favor of a toll road - but
not the plan which it
connects at Pico! Definitely
Not in favor of that. would
like the toll road to go
then Marine Road & exit
south of San Clemente,

Patricia Haly

Ms. Patricia Haly
308 Via Alegre
San Clemente, CA 92672-3615

1020 Calle Venezia
San Clemente, CA 92672

July 3, 2004

REC'D JUL 07 2004

Macie Cleary-Milan, TCA
125 Pacifica, Ste 100
Irvine, CA 92618-3308

Dear Macie ,

Subject: 241 Toll Road Pico option

I am writing you to oppose the building of the 241 Toll Road expansion through Pico Street.

I moved to San Clemente in 1995 because it was a quiet, small little beach town. Although Talega and the shopping centers have increased the traffic tremendously, Pico street remains an attractive street to live on because of the ocean view and the additional exit on Via Hermosa. I am now learning that if the 241 is built here, some houses, businesses, and possibly the high school would be removed as well as the ocean & canyon views, being replaced by the freeway interchange. The impact will be felt on the property values, quite, air quality, and quality of life.

This is a lot to ask, especially if we have an option to build where people's homes & businesses are not effected.

Please count me & my wife in as one who are against the change of the life style that we know of.

Sincerely,



Itakorn T Rapeepat

7/02/2004

To: Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

REC'D JUL 07 2004

From: Robert T. Hoiland
3 Puerto Valdemo
San Clemente, CA 92672

I am adamantly **opposed** to all Pico alignment options for the 241 Toll Road expansion. The impact of this alignment plan would greatly diminish my quality of life and my property value by creating a view obstruction, increasing traffic noise, and exposing my family to elevated exhaust emissions.

I choose to live in San Clemente because it is a quiet seaside town. The TCA's Pico alignment option is ludicrous to the town of San Clemente and its residents. I will personally pursue all legal options available to prevent this plans success.

Sincerely,

R. T. Hoiland

REC'D JUL 08 2004

July 1, 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

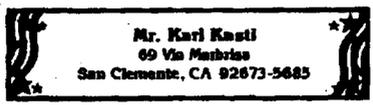
I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.

Karl Kastl

Fernando Kim



7.6.04

To: Macie Cleary - Milan

From: Faris Jassim

Re: 241 Expansion.

RECD JUL 08 2004

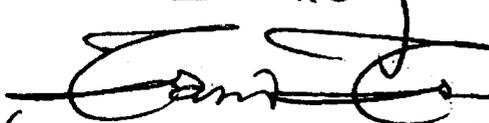
Dear Macie;

I am writing to you this letter to show my opposition against the expansion the 241 through Pico Ave. I oppose this expansion, it just does not make any sense. demolition, 750 homes, over 1100 jobs to be lost, lossing income to the city and destroying the beauty of the area for what -? So some commuter can have an easy access to I5, It is not fair to misplace all these and the damage to the community of San Clemente? please I pray to "GOD" for this not to happen.

I am for the expansion of 241 between San Clemente and Camp Pendleton. It is the least damage, least costly for everybody.

to My family and I love this area and we do not want to go anywhere else! this is our final destination.

Faris Jassim
904 Via De Angeles
San Clemente CA 92672
949.366.0089

Sincerely


July 6, 2004

RECD JUL 08 2004

Transportation Corridor Agency
Draft EIS/SEIR Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

To whom it may concern:

I am writing to express my opposition to the completion of the Foothill South Toll Road at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east – FEC – M) through the unpopulated back country of San Clemente.

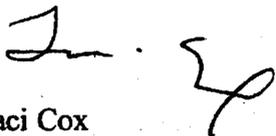
The toll road will divide and fragment the communities of San Clemente. Homes and businesses will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

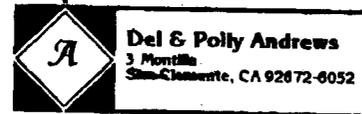
I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Pata will benefit the community in any way.

Sincerely,



Traci Cox
31 Via Palacio
San Clemente, CA 92673



7/7/04

REC'D JUL 12 2004

TO:

MACIE CLEARY-MILAN, TRA
125 PACIFICA, STE 100
IRVINE, CA 92618

DEAR MS. MILAN,

AFTER MANY YEARS OF SEARCHING, MY
WIFE AND I DECIDED TO RETIRE AND SPEND
THE REST OF OUR DAYS IN SAN CLEMENTE.
THE PROPOSAL TO BUILD THE 241 TOLL ROAD
OVER PICO WOULD DISPLACE HUNDREDS OF
PEOPLE, CAUSE AIR POLLUTION, AND DESTROY
THE SERENITY THAT WE MOVED HERE FOR.
PLEASE DONT DO IT!!

THERE ARE THOUSANDS OF EMPTY ACRES
TO THE SOUTH OF US THAT CAN BE USED,
IN SPITE OF WHAT A SMALL MINORITY OF
VERY LOUD, BUT VERY STRANGE ENVIRON-
MENTALISTS THINK, PEOPLES LIVES ARE
MUCH MORE IMPORTANT THAN REPTILES,
ANIMALS, AND FISH! I HOPE YOU AGREE!

SINCERELY,

Del Andrews

3 S. MONTILLA
SAN CLEMENTE, CA 92672

DL

Majid Foroozandeh, JD
301 Calle Fiesta
San Clemente, CA 92672

REC'D JUL 12 2004

July 7, 2004

Ms. Marcie Cleary-Milan
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear Ms. Cleary-Milan:

My wife and I urge you TO RECOMMEND AGAINST ANY TOLL ROAD ALIGNMENT OPTIONS THAT INCLUDE AVENIDA PICO.

- ♦ Central Corridor
- ♦ Central Corridor – La Pata Variant
- ♦ A-7 Corridor – La Pata Variant
- ♦ Arterial Improvements only – La Pata/Pico

The reasons for this are that, to varying degrees, each of these options would create the following socio-economic costs to our community.

1. Divide San Clemente into islands, segmenting elements of the city from one another. The last great town in Orange County will be lost.
2. Make an already difficult local street network worse
3. Suffer the loss of an estimated 750 + existing homes
4. Introduce noise, light, and chemical pollution into the heart of existing and highly desirable residential developments.
5. Engineers preliminary cost estimate well in excess of \$1 Billion alone.
6. Homes, Businesses, and jobs would be lost, significantly reducing the local tax revenues.
7. Construction would dramatically disrupt the local area for 2 to 3 years.
8. The peace and quality of life we came to San Clemente for would be lost forever.

We are San Clemente residents and property owners. We urge you not to be influenced in your recommendations by the exhortations of noisy out-of-towners.

Thank your for your consideration,

Sincerely,



Majid Foroozandeh
BSME, MBA, JD

Mr. & Mrs. Peter Chorkavy
2341 Via Zapin, S.C. 92673

I oppose the Foothill-south freeway 241 expansion especially Central Corridor. The better choice be Pendleton. The Central Corridor would increase noise Traffic on Pico is bad already in rush hour. Pendleton is fatter away. We are residents of Marblehead. Peter Chorkavy, Maria Chorkavy July 7, 2004.

Peter Chorkavy
Maria Chorkavy

REC'D JUL 12 2004

Stephen and Teri Harkins
22 Via Sonrisa
San Clemente, CA 92673
(949) 369-6460

REC'D JUL 12 2004

July 7, 2004

Transportation Corridor Agency
Draft EIS/SEIR comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Members :

We are writing to express our opposition to the **Foothill South Toll Road** that could potentially pass through at Pico Ave (Yellow, Orange, and Red) in San Clemente. We are writing to officially state our support for the alternate route (dark purple – far east – FEC-M) through the unpopulated backcountry of San Clemente.

The proposed Toll Road route using Pico as access to the 5 Freeway will divide and fragment the communities of San Clemente. Homes and businesses will be demolished to make way for the Pico alternatives. Loss of green space, increased noise levels, pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices. The merging of the Foothill-South Toll Road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it.

We are concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the city boundaries.

We support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

We are skeptical of the promises that the toll road through the heart of San Clemente at *Pico* and *Vista Hermosa* or *La Plata* will benefit our community in any way.

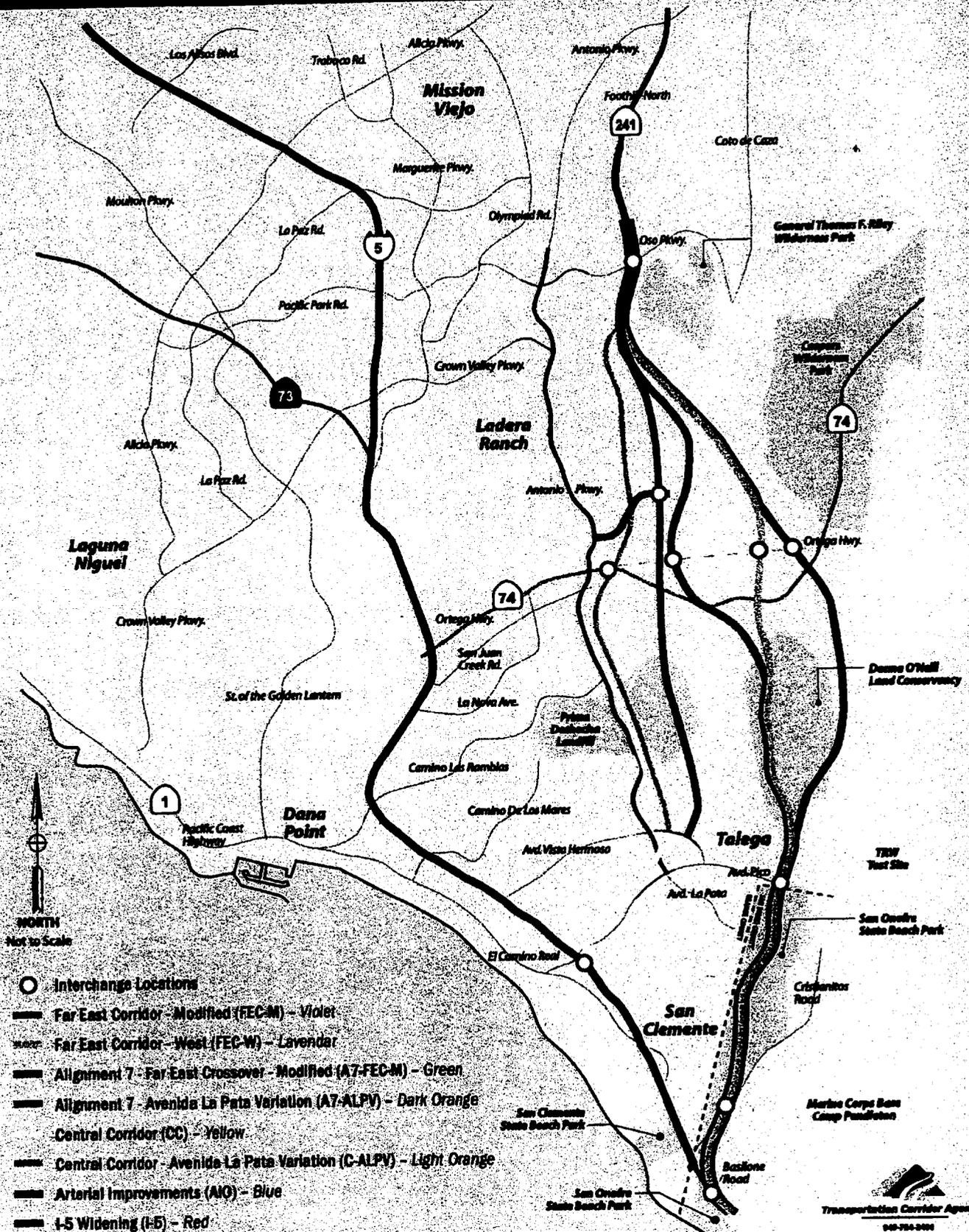
Thank you for your consideration in this very important community matter.

Sincerely,
Stephen and Teri Harkins

Stephen & Teri Harkins

1A

DRAFT EIS/SEIR PROJECT ALTERNATIVES




 NORTH
 Not to Scale

-  Interchange Locations
-  Far East Corridor - Modified (FEC-M) - Violet
-  Far East Corridor - West (FEC-W) - Lavender
-  Alignment 7 - Far East Crossover - Modified (A7-FEC-M) - Green
-  Alignment 7 - Avenida La Pata Variation (A7-ALPV) - Dark Orange
-  Central Corridor (CC) - Yellow
-  Central Corridor - Avenida La Pata Variation (C-ALPV) - Light Orange
-  Arterial Improvements (AI0) - Blue
-  I-5 Widening (I-5) - Red



John and Kristi Sawyer
50 Via Palacio
San Clemente, CA 92673

REC'D JUL 12 2004

July 6, 2004

Transportation Corridor Agency
Draft EIS/SEIR Comments
125 Pacifica Suite 100
Irvine, CA 92618-3304

To Whom It May Concern:

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.

Sincerely,



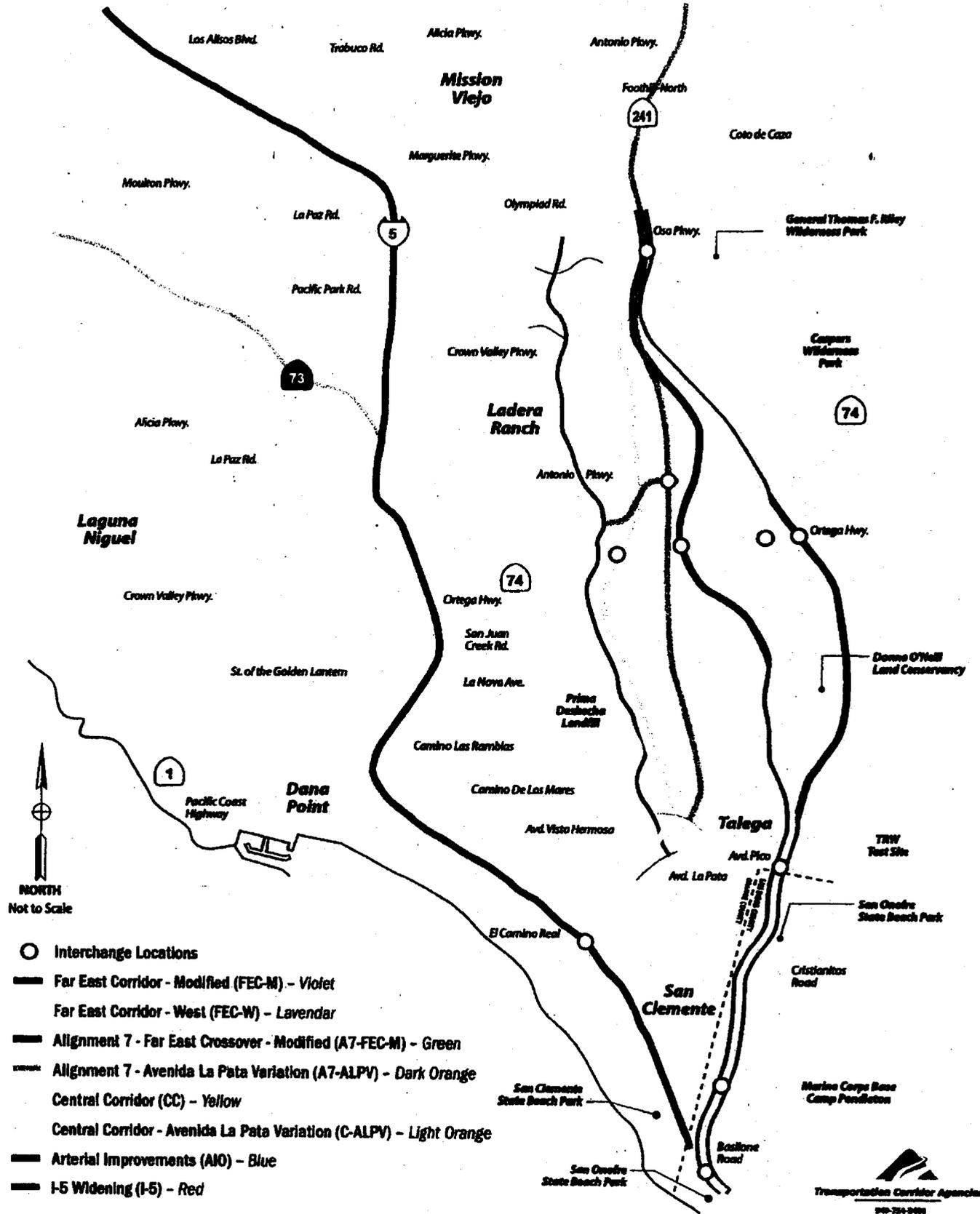
John Sawyer



Kristi Sawyer

1B

DRAFT EIS/SEIR PROJECT ALTERNATIVES



REC'D JUL 12 2004

July 1, 2004

TRANSPORTATION CORRIDOR AGENCY,

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.


Carlos Hermosillo
52 Via Palacio
San Clemente CA 92673
949 369-5268

10

July 1, 2004

REC'D JUL 13 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east -FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for the Pico alternatives. Loss of green space, increase noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimate destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and business. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the toll road through the middle of San Clemente at Pico, Hermosa or La Plata will benefit the community in any way.

GARY & LANI BERNEKING
63 VIA SONRISA
SAN CLEMENTE, CA 92673

Gary Berneking
Lani Berneking

1D

July 07, 2004

REC'D JUL 18 2004

To whom this may concern:

I am writing to express my opposition to the completion of the Foothill South Toll Road through at Pico Ave (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark purple-far east-FEC-M) through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and business will be demolished to make way for Pico alternatives. Loss of green space, increased noise and air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am deeply concerned the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support the development of the Toll Road behind the city that does not dissect San Clemente and destroy homes and business. Displacing as many as 600 homes and over 100 businesses is not the answer.

Please listen to my letter. I have been a homeowner in San Clemente for over 10 years. Please do not rip our tiny, beautiful city apart.

Thank you for your time.

Sincerely,



Vince and Shelby Moiso
20 Via Palacio
San Clemente, CA 92673
(949)361-4982
vincemoiso@cox.net

1E

July 15, 2004

REC'D JUL 19 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through Pico Avenue (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark Purple-far east-FEC-M0 through the unpopulated back country of San Clemente.

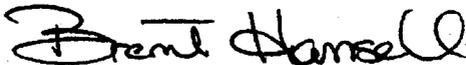
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I am concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the Toll Road through the middle of San Clemente at Pico, Hermosa or La Pata will benefit the community in any way.

Sincerely,



Brent Hansell
Resident of San Clemente
86 Via Sonrisa
San Clemente, CA 92673

1F

July 5, 2004

REC'D JUL 12 2004

Ronald and Sandra Aker
4 Puerto Caravaca
San Clemente, CA 92672

To Whom It May Concern:

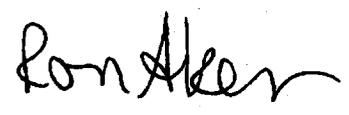
We are absolutely opposed to the 241 Toll Road intersecting at Pico. Please continue to consider other alternatives as this option would due way more damage than is necessary.

1

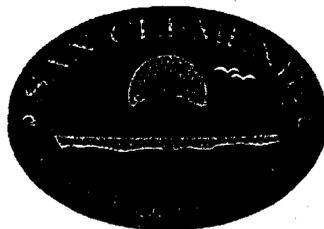
San Clemente Residences,



Ron and Sandy Aker



→ 687



July 8, 2004

RECEIVED
JUL 12 2004

Mr. Walter Kreutzen
Transportation Corridor Agencies
125 Pacifica
Irvine, CA. 92618-3304

TRANSPORTATION
CORRIDOR AGENCIES
OFFICE OF THE CEO
W. D. KREUTZEN

Dear Mr. Kreutzen:

The San Clemente Chamber typically supports public projects that improve mobility and enhance our quality of life. Roads and transportation systems form the backbone of healthy economy, and traffic congestion, especially here in San Clemente, is a major problem.

That's why the Chamber has historically supported the Foothill-South toll road. The extension of the 241, which currently ends at Oso Parkway near Coto de Caza, would help relieve some of the traffic that clogs the 5 freeway, especially weekend traffic. Foothill-South would provide San Clemente businesses and residents another option to the freeway, which will not only help us get around more easily, but would provide a critical alternative route for public safety services like fire, police, and ambulances.

The Chamber continues to support the toll-road alignments that are farthest east of the city. These alignments, which connect near the county line, provide the most complete alternative route to the freeway. Most importantly, the far-east alignments take no businesses and no homes. The Chamber does not support any of the alternatives that stop short of a direct connection to the 5, and opposes the alignments that connect to Pico.

Thank you for your efforts in helping to alleviate traffic congestion and improve safety.

Sincerely,

Ms. Pat Wolfram
Chairman of the Board

RECEIVED
JUL 13 2004

TRANSPORTATION CORRIDOR AGENCY
Director, Communications & Public Affairs
LISA TELLES



ERNIE SCHNEIDER

25522 Purple Sage Lane
San Juan Capistrano, CA 92675

July 9, 2004

P76

(949) 488-958
FAX (949) 465-1294
eschneider@hunsaker.com

Gentlemen

REC'D JUL 13 2004

Please consider this as a letter
of SUPPORT for the extension
of the Foothill South.

Something has to be done to
ease the congestion on the
I-5 through San Clemente.

I am confident all environmental
concerns will be addressed by
The TCA

Thank you

Ernie Schneider

9 July 04

Chris J. Vagus
28500 Springfield Drive
Laguna Niguel, Ca. 92677

To Draft EIS Comments
125 Pacific,
Suite 100,
Truine, ca 92618-3304

REC'D JUL 18 2004

I get so aggravated with the narrow minded environmental activists not wanting to improve any situation. They really contribute to the cause of a situation that they object to. The 241-5 link needs to be built now so people that live inland can get to their homes with out parking on 5 freeway spewing out CO₂ and CO using up fuel and evasting time. The activists say autos cause global warming, but they are the ones that contribute to the parking lot on 5 freeway. The activists say the link to 5 freeway would displace some animals, plants, change the landscape etc. I have always said that the only people that change any thing are other people. The house they live in never changed any thing when the lot was graded and a road was built to get to the area, but don't you dare build a house over there or grade that hill down even though their house sits on 150 feet of fill where a canyon once existed. They come to Calif. and bought a house to live and work in great state, but they don't want any more house to be built.

577 0016

If you expect industries to come to the state and have people to work in the business they to have some place to live, so we need houses to live in and roads built to get to them.

I tell activists if you are so worried about displacing a plant or animal, go get a bulldozer and bulldoze your house down and restore the area to the original shape so the plants can return and animals you displaced.

The 241 needs to be extended to the 5 freeway so traffic can move to where it wants to go. We need roads to move traffic we don't need a rail system. People use cars to get around for business and shopping. Did you ever try to get a sheet of plywood on a bus or train? Try it some time.

Thank you for your time

Sincerely

Curtis J. Vague

Curtis J. Vague
28501 Springfield Drive
Laguna Niguel, Ca. 92677

RECD JUL 1 9 2004

Salman M. Abdul-Hamid
317 Calle Pueblo
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 13 2004 .

July 9, 2004

Dear Ms. Cleary-Milan,

I am writing to you to express my utmost concern and objection to the TCA's plans to use Avenida Pico as a developed infrastructure project for a toll-road corridor. My concerns and objections are based on the negative impact that such plans will have on the quality of life, aesthetics, air quality, noise, and homeowner displacement.

I have been living in this area for the last 15 years and have enjoyed the beautiful view of the ocean from my home, the good air quality, and the bearable noise level from the patio that overlooks Ave. Pico and I-5. All this will change, if the Central Corridor toll road is built as planned by the TCA. The three skyway merge ramps and the widening of I-5 south from Pico will take away from the beautiful view of the ocean. Also, this will cause the removal of 750 homes and 113 businesses and the displacement of 1,100 employees, which is more than the TCA's original estimates.

I am also very concerned over the increase in air pollution and the noise that the increase in traffic will bring to our neighborhood. This can only drive property values in our area down, and I consider this prospect totally unacceptable.

For the above reasons, I wish to register my concerns with you and express my objection to the plan to proceed with the Central Complete route and expansion of I-5 south of Ave. Pico.

Sincerely,



Salman M. Abdul-Hamid

1A

Dr. Omar S. Abdul-Hamid
317 Calle Pueblo
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 13 2004

July 10, 2004

Dear Ms. Cleary-Milan,

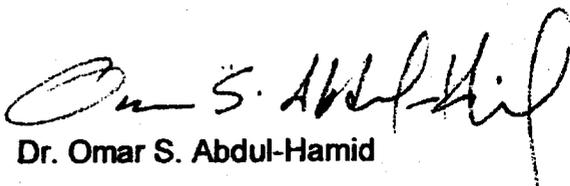
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For the above reasons, I wish to register my concerns with you and express my objection to the plan to proceed with the Central Complete route and expansion of I-5 south of Ave. Pico.

Sincerely,



Dr. Omar S. Abdul-Hamid

1B

Basma S. Abdul-Hamid
317 Calle Pueblo
San Clemente, CA 92672

REC'D JUL 15 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

July 11, 2004

Dear Ms. Cleary-Milan,

I am writing to you to express my utmost concern and objection to the TCA's plans to use Avenida Pico as a developed infrastructure project for a toll-road corridor. My concerns and objections are based on the negative impact that such plans will have on the quality of life, aesthetics, air quality, noise, and homeowner displacement.

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1C

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Sincerely,

Basma Abdul Hamid

Basma S. Abdul-Hamid

Mark S. Mekki
317 Calle Pueblo
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 15 2004

July 12, 2004

Dear Ms. Cleary-Milan,

I am writing to you to express my utmost concern and objection to the TCA's plans to use Avenida Pico as a developed infrastructure project for a toll-road corridor. My concerns and objections are based on the negative impact that such plans will have on the quality of life, aesthetics, air quality, noise, and homeowner displacement.

I have been living in this area for the last 15 years and have enjoyed the beautiful view of the ocean from my home, the good air quality, and the bearable noise level from the patio that overlooks Ave. Pico and I-5. All this will change, if the Central Corridor toll road is built as planned by the TCA. The three skyway merge ramps and the widening of I-5 south from Pico will take away from the beautiful view of the ocean. Also, this will cause the removal of 750 homes and 113 businesses and the displacement of 1,100 employees, which is more than the TCA's original estimates.

I am also very concerned over the increase in air pollution and the noise that the increase in traffic will bring to our neighborhood. This can only drive property values in our area down, and I consider this prospect totally unacceptable.

For the above reasons, I wish to register my concerns with you and express my objection to the plan to proceed with the Central Complete route and expansion of I-5 south of Ave. Pico.

Sincerely,



Mark S. Mekki

10

REC'D JUL 16 2004

Suha A. Al-Mutair
317 Calle Pueblo
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

July 14, 2004

Dear Ms. Cleary-Milan,

I am writing to you to express my utmost concern and objection to the TCA's plans to use Avenida Pico as a developed infrastructure project for a toll-road corridor. My concerns and objections are based on the negative impact that such plans will have on the quality of life, aesthetics, air quality, noise, and homeowner displacement.

I have been living in this area for the last 15 years and have enjoyed the beautiful view of the ocean from my home, the good air quality, and the bearable noise level from the patio that overlooks Ave. Pico and I-5. All this will change, if the Central Corridor toll road is built as planned by the TCA. The three skyway merge ramps and the widening of I-5 south from Pico will take away from the beautiful view of the ocean. Also, this will cause the removal of 750 homes and 113 businesses and the displacement of 1,100 employees, which is more than the TCA's original estimates.

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For the above reasons, I wish to register my concerns with you and express my objection to the plan to proceed with the Central Complete route and expansion of I-5 south of Ave. Pico.

Sincerely,

Suha A. Al-Mutair

Suha A. Al-Mutair

1E

Robert L. Barthi
49 Calle Maravilla, San Clemente, CA 92673 • email: rleeb@cox.net

7 July, 2004

REC'D JUL 19 2004

Governor Arnold Schwarzenegger
State Capital Building
Sacramento, CA 95814

Re: Transportation Corridor Agencies – Foothill South Toll Road Extension
Alternative Routs: CC, A7-ALPV and C-ALPV

Dear Governor Schwarzenegger:

The purpose of this letter is to express my opposition in the strongest terms to some of the proposed routes suggested by the Transportation Corridor Agencies for extension of the Foothill South Toll Road through south Orange County.

I am appalled that the alternative routs listed above have been even considered. These routs would dissect the City of San Clemente, requiring hundreds of newer homes and businesses to be demolished or severely impacted. These are single family homes of families with children that would be forced to find new residences in an area with an already tight housing market. The financial and emotional burden of being forced to find new homes in an environment of sharply increased home values and interest rates would result in pushing some families to financial exhaustion.

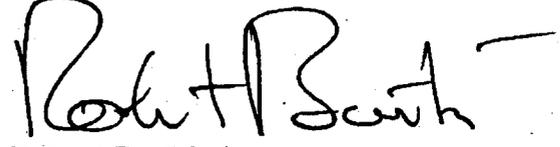
The Transportation Corridor Agencies has a dismal record in projecting and managing the cost of previous projects and user generated revenue for bond repayments, resulting in ever increasing toll charges for all of us and the prospect of a potential taxpayer funded bail-out. It is inconceivable that they would consider adding \$150M plus to a future expansion project for acquisition of developed property and family relocation when an alternate route exists that would not require any family or business displacement.

I would have hoped that our city government officials would have taken a strong stance against the dissection of our city, but as usual they appear to be asleep on the job; hence, I am directing this letter to your offices. The alternative routes

I, and the vast majority of my neighbors, would support are: FEC-M or FEC-W. Both of these routes would run through non-developed 'back-county', terminating through minimally planted agricultural land acquisitioned by the Military during WWII. Route FEC-M could be built far enough south to avoid most of the 'environmental' issues with San Mateo Creek. I would also request that the Transportation Corridor Agencies, or someone, detail in writing the rational and issues behind each proposed route, rather than receive another "informational" flier from a P.R. agency.

I thank you in advance for you consideration in this matter and any influence your office can bring to prevent the relocation of our families.

Sincerely,



Robert Barthi

REC'D JUL 18 2004

CC: Senator Bill Morrow
Senator Ross Johnson
Assembly Member Patricia Bates

San Clemente Mayor Susan Ritschel
San Clemente Mayor Pro Tem - Joe Anderson
Transportation Corridor Agency

July 12, 2004

REC'D JUL 14 2004

Transportation Corridor Agencies
Draft EIS/SEIR Comments
125 Pacifica, Suite 100
Irvine, Ca 92618-3304

Dear Transportation Corridor Agencies:

Our overall feeling about your decision to raise the toll fees because use is down is one that makes us question your intelligence. Common sense dictates that if one wishes to attract customers, one lowers, or even sponsors a free day, not increase prices to make it out of the reach of the vast majority of drivers. Really, do you have your heads in the sand?

On the other matter of completing the toll road into south Orange County, although we don't like the idea, the least annoying route would be the FECW corridor. If this is inevitable than this is the choice that would displace the least amount of people and business.

Sincerely,

Troy Monk
Rebecca Monk

Troy & Rebecca Monk
163 Avenida Adobe
San Clemente, CA 92672

Tom and Sue Bell
305 Calle Escuela
San Clemente, CA 92672
949 940-0103

REC'D JUL 14 2004

July 11, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milian
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milian

We strongly protest the Central Corridor Complete toll as planned by the TCA.

The current traffic conditions on the 5 Freeway at the proposed intersection are already congested enough. The added stress would be devastating to the residences that would be forced to live with the reduced quality of life.

Our principal reason for choosing to live in this area was for my wife's health reasons, building the Central Corridor Complete would most likely force us to relocate at a **significant loss in property value**. This was not a concern that existed in the original Eastern Route.

It is without a doubt that the proposed toll road would significantly increase the noise level and reduce the air quality. Our students should not have to be subjected to these conditions.

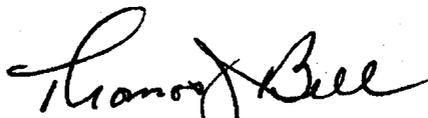
Added to these factors is that the toll road would have a major effect on our local business community and in some cases may destroy their livelihoods. Local business depends on location and the customer support they have worked so hard to obtain. In addition they hire our local youth and give them the examples they need in their young lives.

It also would be expected that there would be another 1100 jobs lost, caused by the Central Corridor Complete.

If for some reason the TCA feels the toll road should be extended, the original Eastern Route would be the least expensive in dollars and have the least impact on the citizens of San Clemente.

The local voice of the residents of San Clemente should be heard over the influences of those who are out of the affected area, who only have self-serving reasons for their participation and no impact on themselves.

Sincerely,


Thomas J. Bell


Susan I. Bell

July 10, 2004

REC'D JUL 14 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine CA 92618-3304

Dear Ms. Leary-Milan:

We are residents of the Bella Vista tract of homes in the Rancho San Clemente development of San Clemente. We are very concerned with some of the options that the TCA is considering for expansion of the 241 Toll Road Corridor.

We are opposed to all options that utilize the "Pico Corridor" as a path for the toll road expansion. These are totally unacceptable to us, as they are to the many other homeowners, residents and businesses that will be negatively impacted by such an expansion.

We urge you and the TCA to cease consideration of the Pico Corridor options. These options would needlessly displace hundreds of residents, destroy many homes and businesses, and create an environment for the remaining residents that is unacceptable.

We understand that there are other alternatives, such as the "Pendleton option" that would have a much less impact on existing residents and businesses rather than one that will destroy existing family homes and businesses, or even the consideration as to whether further expansion of the 241 is necessary at all. We urge the TCA pursue these alternatives.

Thank you for your time and consideration.

Sincerely,



Harry and Laura Muesse
934 Camino Ibiza
San Clemente, CA 92672
(949) 368-9963

July 13, 2004

REC'D JUL 15 2004

Macie Cleary-Milan, TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

RE; I AM AGAINST THE EXPANSION OF THE 241 FREEWAY AND ALL PICO
OPTIONS

Dear Ms. Cleary-Milan:

I am writing to express my concern regarding the expansion of the 241 toll road on Pico Boulevard in San Clemente. I have been a resident of San Clemente for over 20 years and been in my current residence for 17 years. My current house is in Montego homes, a small ocean view development above the Albertson's shopping center. My life in San Clemente will greatly change if this proposed construction of massive freeways is brought to Pico Avenue. I paid premium for my residence to have cool ocean breezes, an ocean view and live away from the noise polluted freeway system. In addition, there are many people in this neighborhood including me that has relied on appreciation of home equity in order to retire one day. All of this will be gone if this monstrous freeway is constructed on Pico.

Given that there were 108 other choices for the location of this freeway, I can only say this is not a good idea. I am passionate about my property and the right to live in peace at this location without a secret committee deciding that a freeway should be constructed in my backyard.

Do the right thing and stop the expansion of 241!

Best regards,



Duane Dickens
23 Cartagena Ave.
San Clemente, CA 92672
949-498-0226.

3490 A CALLE AZUL
LAGUNA WOODS, CA 92637
JULY 13, 2004

TRANSPORTATION CORRIDOR AGENCIES
ATTN. DRAFT EIS COMMENTS
125 PACIFICA, SUITE 100
IRVINE, CA, 92618-3304

REC'D JUL 15 2004

GENTLEMEN:

WE WANT TO EXPRESS OUR SUPPORT FOR THE FOOTHILL SOUTH TOLLROAD. SINCE WE LIVE NEAR THE AREA INVOLVED AND CAN SEE THE TRAFFIC OVERLOAD ALREADY IT IS MOST IMPORTANT TO GET ON WITH CREATING THE FOOTHILL SOUTH TOLLROAD FOR ORANGE COUNTY.

EVERYDAY THERE ARE MORE CARS ON THE ROAD, MORE CONGESTION, MORE ACCIDENTS AND WE NEED ROAD EXPANSION A LOT MORE THAN SCAG SEEMS TO THINK WITH THEIR WEIRD PLANS OF RAILROADS AND ANOTHER "GRAND CENTRAL STATION" WHICH NO ONE WILL USE.

IN OTHER WORDS WE SUPPORT YOU 100% IN CREATING THE NEW TOLL ROAD.

THANK YOU FOR GIVING US A CHANCE TO WRITE TO YOU.

SINCERELY,



ROGER AND MARILYN NOBLE

RECD JUL 15 2004

Dear Transportation Corridor Agency,

I am writing to express my opposition to the completion of the Foothill South Toll Road through @ Pico Ave in San Clemente, and express my support for the Alternate Route Far East FEC-M. Through the unpopulated back country of San Clemente.

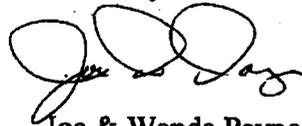
I can't believe the Pico option is even being considered. It would cause the demolition of 593 \$1 million + homes & 103 businesses. Which are paying a large amount of taxes, which would also be lost? The Mental Pygmies who for unknown reasons even considering the Pico option should be displaced not the homes & businesses.

I support a more community center alternative that allows the toll road to be completed without destroying homes & businesses & does not dissect the city causing environmental problems (noise, air pollution, & diminished prop. Values, destruction of beautiful hill sides & green areas & traffic adjacent to S.C. High School located on Pico not to mention Safety).

The Pico, Hermosa, La Pata Route would not be a benefit our community in any possible way.

Thank you for reading this & we would greatly appreciated your help in this matter.

Sincerely



Joe & Wanda Payne
73 Via Marbrisa
San Clemente, CA 92673
(949) 492-0202

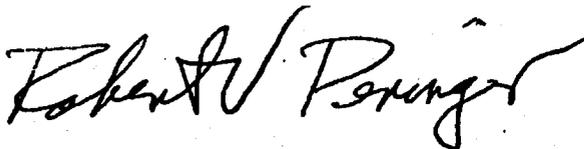
July 12, 2004

Transportation Corridor Agencies
Attn: Draft EIS Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Gentlemen and Ladies:

Like many other drivers, I am forced to drive the 5 Freeway thru San Clemente. The section from El Camino Real to the Rte 1 Beach Cities offramp seems too be forever and permanently congested. Please include me as a supporter of the Foothill South extension, connecting to Interstate 5, preferably the southern route thru the San Onofre State Park.

Sincerely



Robert V. Peringer
231 So. Parklane
Orange, CA 02866

RECD JUL 15 2004

James & Wendy Vogelgesang
922 Camino Ibiza
San Clemente, CA 92672

June 26, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director – Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3308

RECD JUL 15 2004

Dear Ms. Cleary-Milan:

We urge you to recommend against any toll road alignment options that include Avenida Pico.

- Central Corridor
- Central Corridor - La Pata Variant
- A-7 Corridor - La Pata Variant
- Arterial Improvements only - La Pata/Pico

The reasons for this are that, to varying degrees, each of these options would create the following socio-economic costs to our community.

1. Divide San Clemente into islands, segmenting elements of the city from one another. The last great small town in Orange County would be lost.
2. Place San Clemente High School under and immediately adjacent to a major interchange with chemical and noise pollution increased for our young people.
3. Make an already difficult local street network worse.
4. Suffer the loss of an estimated 750+ existing homes.
5. Introduce noise, light and chemical pollution into the heart of existing and highly desirable residential developments.
6. Engineers preliminary cost estimate well in excess of \$1 billion in current dollars does not include land acquisition (condemnation) costs, which would exceed \$1 billion alone.
7. Homes, businesses and jobs would be lost, significantly reducing the local tax revenues.
8. Construction would dramatically disrupt the local area for 2 to 3 years.
9. **The peace and quality of life we came to San Clemente for would be lost forever.**

We are San Clemente residents and property owners. We urge you not to let your recommendations be influenced by the exhortations of noisy out-of-towners.

Thank you for your consideration,

James M. Vogelgesang
Wrayh

July 12, 2004

REC'D JUL 15 2004

MS Macie Cleary-Milan
Deputy Director Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear MS Cleary-Milan:

I am writing you to state my strong opposition to the three Avenida Pico alternatives, especially the Central Corridor alternative, proposed by your agency for the extension of the 241 Toll Road. My husband and I have lived in the Rancho San Clemente neighborhood of San Clemente for over six years, and we intend to live here the rest of our lives.

We specifically chose to move here so that we could live in a beautiful, quiet neighborhood located in a relatively pristine area surrounded by nature. To have a toll road running down Pico to intersect with one of the largest freeways in the nation would destroy our lifestyle and those of hundreds of our neighbors.

Our city is already divided by the horrible I-5 Freeway, which never should have been built so close to the ocean in the first place. To build another massive freeway in this town would simply add insult to injury.

The cost of constructing these projects in dollars alone is completely outrageous, and that by itself should remove these alternatives from the table. However, the social, environmental and economic costs to this city would be tremendous, and would change San Clemente from being one of Southern California's finest cities to just another polluted, congested and overcrowded city like Santa Ana or Los Angeles.

Not only will I do everything in my power to prevent this disaster from happening, but my family and neighbors will do so as well.

Sincerely,

Christine E. Brant
1110 Calle Venezia
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 16 2004

Ms. Macie Cleary-Milan,

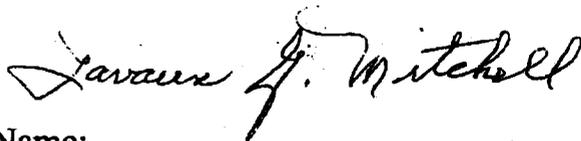
I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The 1-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1A

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:

Address:

LAVAUN G. MITCHELL
25571 Althea Avenue
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

R. J. ENTERPRISES

ROBERT J. SWEIGART
24802 Acropolis Drive
Mission Viejo CA. 92691-4608

Telephone 949 - 859-8230
Fax 949 - 586-4477
E-Mail rjsweigart@cox.net

July 17, 2004

REC'D JUL 19 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

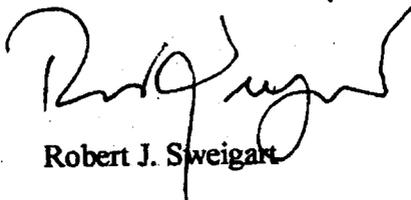
Ms. Macie Cleary-Milan

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I want to state that I am opposed to the option of widening of the I-5 freeway. This will have a profound effect on my neighborhood, resulting in the destruction of many homes not to mention the now under construction freeway wall. This wall is being installed as a result of the widening project at the El Toro Y, just a few years back. After years of lobbying and negotiating, a sound wall to mitigate the noise from this freeway expansion is now half finished. As stated above, to further widen the I-5 freeway would displace many families from their homes and increase the noise my neighborhood. My home is approximately 500 feet from the freeway now.

I would like to see the Eastern or Central corridors options further explored, to minimize the traffic impacts on the City of Mission Viejo.

Respectfully,



Robert J. Sweigart

1B

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 1 9 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Lorraine Faliani*
Address: *24601 Acropolis Dr*
Mission Viejo, California
92691-4603

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1D

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Ron & Elizabeth Zayas

Name: Ron & Elizabeth Zayas

Address: 25562 Gloriosa Dr.

Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

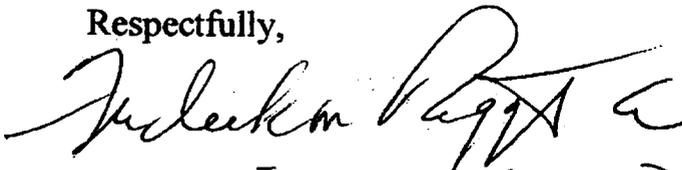
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1E

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: FREDERICK M RIGGS SR
Address: 24601 SATURNA DRIVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)


 Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:

Address:

25012 TREE ST.
 MISSION VIEJO, CA
 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 1 9 2004

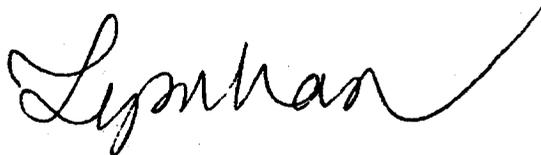
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:

LYNN TRAN

Address:

24592 AUROPOLIS DR.
 MISSION VIEJO, CA 92691.

(Fold, staple and stamp to mail)

1G

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Curtis Sergeant
Address: 25392 Maximus Street
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: *Fecton*
Address:

*25662 MAXMUS ST.
MISSION VIEJO, CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

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I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Pamela Witt*
Address: *24692 Nympha*
Mission Viejo, Ca 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1K

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Thelma E. DiFrenna

Name: *THELMA DIFRENNNA*
 Address: *25501 GLORIOSA DR.*
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The 1-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:

Susan M. Gattis

Address:

24501 Spartan Street

Mission Viejo, CA 92691

Registered Voter

(Fold, staple and stamp to mail)

1L

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 10 2004

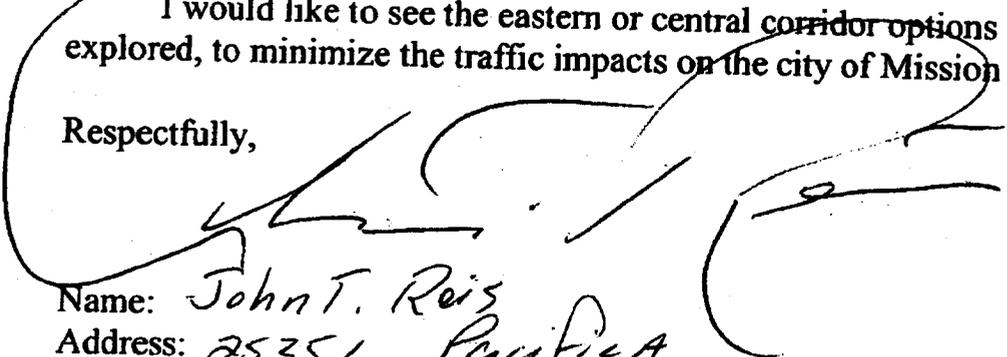
Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,


 Name: John T. Reis
 Address: 25351 Pacifica
 Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The 1-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Mary A. Kim
Address: 23512 Althea
M.V. CA 92691

(Fold, staple and stamp to mail)

1N

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Kathleen A Reis

Name: *Kathleen A Reis*

Address:



Ms. Kathleen Reis
25351 Pacifica Ave.
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

10

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The 1-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1P

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Marilyn Kipp

Name: MARILYN HIMES-KIPP
 Address: 25331 DIANA CR.
 MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:
 Address:

Lorraine Dellefiori
25312 Maximus St
M.V. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 19 2004

Ms. Macie Cleary-Milan,

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I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

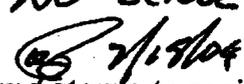
1R

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: RONALD E. RESTELLY
 Address: 25531 CLASSIC DR (AEGEAN HILLS)
 MISSION VIEJO 92691

THE (241) EXTENSION IS ABSOLUTELY ESSENTIAL -
 MAKES NO SENSE TO HAVE IT END AT THE CURRENT
 SITE. 
 (Fold, staple and stamp to mail)

REC'D JUL 19 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

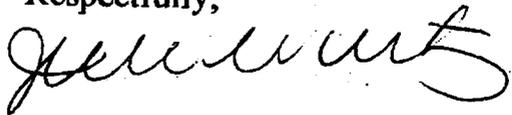
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Juli Wurtz
Address: 25372 Helena Circle
Mission Viejo, Ca 92691

(Fold, staple and stamp to mail)

15

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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Enthusiastically Recommended

I would ~~like to see~~ the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Alvin F. Ribbeck
Mrs. M. Ribbeck

Name:

Address:



Col & Mrs Alvin Ribbeck Jr
 24912 Delos Ave
 Mission Viejo CA 92691-4629

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 10 2004

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Margaret Dinnage

Name: MARGARET J. DINNAGE
 Address: 25522 RHODA
 MISSION VIEJO Ca 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: NINA ALTOONTASH
Address: 24326 APHENA AVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

1V

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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1W

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:

Rae Yen

Address:

23821 Helsinki St
 Mission Viejo, Ca. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1X

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:

Tia Mayer

Address:

24491 Dardania Ave.

Mission Viejo, CA. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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Respectfully,

*Robert C. Hutchins
Kathleen Hutchins*

Name: Robert and Kathleen Hutchins
Address: 24272 Solonica St.
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
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125 Pacifica
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:

Address:

Tabitha J. Vance
24132 Roma Dr.
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
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1AA

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Donald Michael Karr

Address:

24892 Delos Ave
 Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1BB

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Brenda & Rob Phillips

Name: Brenda and Robert Phillips
Address: 24682 Eloisa Dr.
Mission Viejo, CA 92691

P.S. I have lived in this house since the 70's and plan to retire here. To have my home taken would be devastating.

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

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1CC

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:
Address:

Wesley & Jenake Johnson
24631 Artemia
Mission Viejo
California
92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1EE

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Linda A. O'Donnell

Name: *Linda a Daniel O'Donnell*
Address: *25652 Maximus*
Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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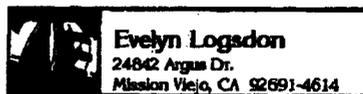
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1FF

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Respectfully,

Name:
Address:



(Fold, staple and stamp to mail)

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Ms. Macie Cleary-Milan, Deputy Director
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125 Pacifica
Irvine, Ca 92618-3304
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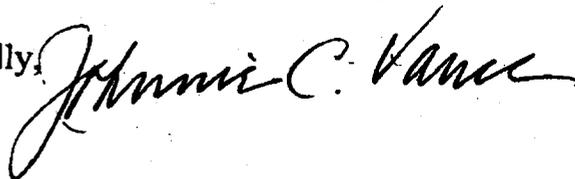
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1GG

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: JOHNNIE C VANCE
Address: 24132 ROMA DR
MISSION VIEJO, CA 92691-3849

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

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1HH

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Respectfully,

Name: DIANA M. MEANY
Address: 24761 PALLAS WAY
MISSION VIEJO, CA. 92651

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Tom Sands
Address: 25726 Demeter Way
Mission Viejo, CA. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
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 125 Pacifica
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1JJ

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Respectfully,

Name: *Dan Stanbery*
 Address: *25711 MINO A MI*

Barbara J. Stanbery

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1KK

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Respectfully,

Name: *Dr. J. C. MacArthur*
Address: 24691 ELOISA DRIVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Art & Joan Lucero

Name:

Address:

*25285 Parthenon Ave
 Mission Viejo, CA
 92691*

(Fold, staple and stamp to mail)

1LL

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
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Respectfully,

Maurice J. Franke

Name: *MAURICE J. FRANKE*

Address: *24901 Delos Ave.*

Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

1MM

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
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I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1NN

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Rhonda Sands

Address: 25726 Demeter Way
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 19 2004

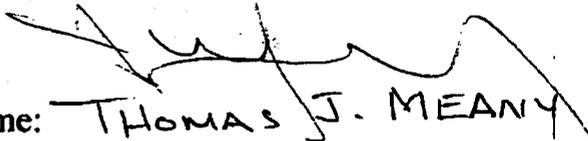
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Respectfully,


Name: THOMAS J. MEANY
Address: 24761 PALLAS WAY
MISSION VIEJO CA. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
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Respectfully,



Name: Norma Amezcua

Address:

24221 Spartan St
 Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

1PP

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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Respectfully,



Name: Charles Womack
Address: 25366 MAXIMUS ST
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

100

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

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Respectfully,

Luca Caiozzo

Name:

Address:

25602 Maximus
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

1RR

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1SS

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:
Address:

Michael & Chris McLean
23801 Lindley St.
Mission Viejo
CA 92691

Michael & Chris McLean
7/15/04

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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Respectfully,



Name:

Address:



Anthony Dart
25611 Minoa Dr.
Mission Viejo, CA 92691-4655

(Fold, staple and stamp to mail)

1TT

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1UU

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Bernard C. Collins

Name: *Bernard C. Collins*
Address: *24341 Augustin St.*
Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
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1VV

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Respectfully,

Name: *Louise Saceno*
Address: *25596 Gloriosa*
Mission Viejo, Ca. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
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125 Pacifica
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1WW

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Rosemary Greenstreet
Address: 255 N CLASSIC DR.
Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *FRANCOIS & RITA MARECHAL*
 Address: *24561 SPARTAN ST.*
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

1XX

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
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1YY

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

David G. Van Strien
Patricia A. Van Strien

Name:

Address:



(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

REC'D JUL 8 0 2004

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1AAA

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Jim Wiley*
Address: *24831 ACROPNUS DR.*
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Paul W. Hulth
Patricia L. Hulth

Name: 25521 Rhoda Drive

Address: Mission Viejo, Calif. 92691

*If our home was not one of the 850 homes
 bought and demolished for this project, the value
 of my home would be severely impacted. My
 husband and I are 67 & 66 and the eventual
 sale of our home is planned to fund our retirement
 (Fold, staple and stamp to mail)
 This widening would have a devastating effect on us.*



Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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RECD JUL 20 2004

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1CCC

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Annette Livizzo*
Address: *24782 Acropolis Dr
Mission Viejo Ca
92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1DDD

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: MICHAEL MYERS

Address: 24601 DORIA AV.

MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1EEE

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Respectfully,



Name:

Address:

Mary S. Kester
24671 Acropolis Drive
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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(949) 754-3483

REC'D JUL 20 2004

Ms. Macie Cleary-Milan,

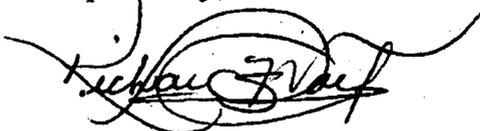
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1FFF

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: RICHARD S. WOLF

Address: 25641 MINOS
MISSION VIEJO, CA 92691
(Aegean Hills)

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1GGG

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: STEVE KHOO
Address: 25371 PACIFICA AVE, MISSION VIEJO, CA 92691



(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1HHH

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Respectfully,



Name:

Address:

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Respectfully,

John L. Olin & Joan L. Olin

Name:

Address:

2393A Plant ave.

Mission Viejo, Calif. 92691

(Fold, staple and stamp to mail)

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1JJJ

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully



Name:

Dennis Dunyon

Address:

24521 Sardania Ave.
M. Viejo

(Fold, staple and stamp to mail)

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 Irvine, Ca 92618-3304
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I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1KKK

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

William Burris
 and *Jean Burris* 7/19/04

Name: *William + Jean Burris*

Address: *25631 Maximus St.
 Mission Viejo, CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 8 0 2004

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1LLL

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:
 Address:

Peggy Briggs
 26312 Parthenon Ave.
 Mission Viejo, CA. 92691

(Fold, staple and stamp to mail)

**ELIZABETH A. MARTIN
24711 ACROPOLIS DRIVE
MISSION VIEJO, CA 92691-4605**

July 19, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304
TCA website: www.thetollroads.com
(949)754-3483

REC'D JUL 20 2004

Dear Ms. Cleary-Milan:

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating a sound wall to mitigate the noise from this freeway, expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes and increase the noise in the neighborhood of those families that remain.

1MMM

Please further explore the eastern or central corridor options to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Elizabeth A. Martin

/eam

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 20 2004

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1NNN

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *ROBERT and KAREN BROWN*
Address:

*24812 Mithra Ave.
Mission Viejo, Ca
92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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1000

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:
 Address:

BERNARD SMITH
 24272 AUGUSTIN ST.
 MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 20 2004

Ms. Macie Cleary-Milan,

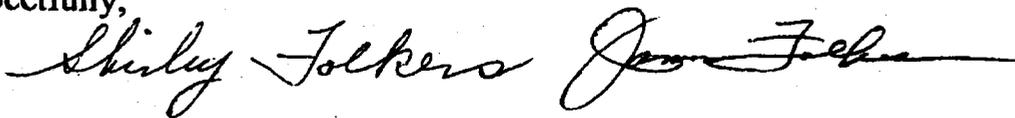
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1PPP

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Mr. + Mrs. Jim Folkers

Address: 24701 Argus Dr.
Mission Viejo, Ca 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1000

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Carol A. Cole
John Cole

Name: John & Carol Cole
Address: 25612 Maximus St.
Mission Viejo, Calif.
92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1RRR

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Marie Callas 7-17-2004

Name: *Marie Callas*

Address: *25622 Gloriosa Dr
Mission Viejo, CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

RECD JUL 20 2004

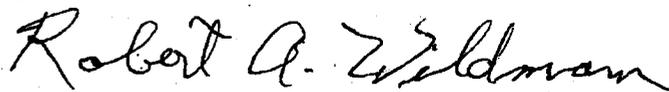
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:

Address:

24601 Doria
Mission Viejo

(Fold, staple and stamp to mail)

1SSS

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 20 2004

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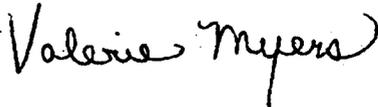
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TTTT

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Valerie Myers

Address:

24601 DORIA AVE

MISSION VIEJO, CA.

92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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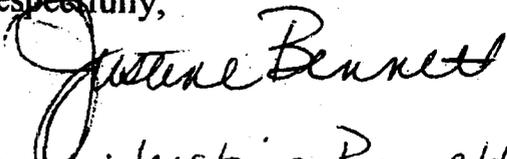
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1UUU

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Justine Bennett

Address: 25542 Althea Ave, MV 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 21 2004

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1VVV

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

KENNETH C. AMENDT
 25342 DIANA CIRCLE
 MISSION VIEJO, CA 92691

Name:
 Address:

KC Amendt

*Alie B Amendt
 25342 Diana Circle
 Mission Viejo, CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1WWW

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Roy Davenport Carole Davenport

Name: ROY DAUENPORT
Address: 25321 MAXIMUS ST.
MISSION VIEJO 92691

(staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1XXX

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

*W. J. Hindley Jr.
Lilla Hindley*

Name: William and Lilla Hindley, Jr.
Address: 25741 Po Avenue
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1YYY

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

*Joel Donnelly
Macie Donnelly*

Name: Joel & Sasie Donnelly
Address: 27378 Athena
Mission Viejo 92691

We consider it ridiculous to destroy existing homes here to ease traffic for new homes in the east County !!

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1ZZZ

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: DEBORAH L. STONE
Address: 24312 SPARTAN ST
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 21 2004

Ms. Macie Cleary-Milan,

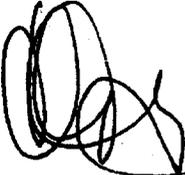
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1AAAA

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Jeff & Michelle Blakey  

Name: JEFF & MICHELLE BLAKEY
Address: 23872 COPENHAGEN ST.
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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1BBBB

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Walter A. Trukler

Name:

Address: WALTER A. TRUKLER

24601 Spartan St.

MISSION VIEJO CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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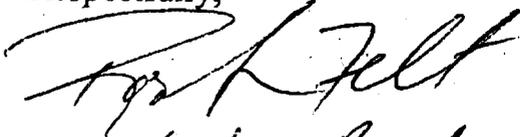
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1CCCC

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Curtis + Rose Ann Felt
 Address: ~~375~~ 25782 Appian Way
 Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1DDDD

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: VIVIAN HOFFMAN

Address: 24731 ACROPOUS DR., MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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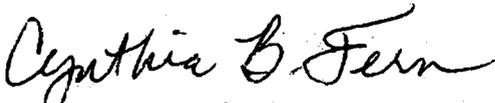
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1EEEE

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Cynthia B. Fern

Address: 25662 Po Ave
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 21 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1FFFF

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Sheila Waters

Name: Sheila Waters
Address: 24611 Dardania Ave.
Mission Viejo

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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1GGGG

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Janice K. Cano *Marissa P. Cano*
 Name: *Janice K. Cano*
 Address: *24682 Actopolis Dr.*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 21 2004

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1HHHH

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Mr & Mrs James C Everett*
 Address: *25612 Ilwaco Dr*
Mission Viejo, Ca 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:
 Address:

JAMES KENT MARKMAN
 23981 Woodstone St.
 Mission Viejo, CA.
 92681

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1JJJJ

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Janet Barker
Address: 23621 Algiers St.
Mission Viejo, Ca. 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1KKKK

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Sofia Pugh

Name: *SOFIA PUGH*

Address:

*25392 ADRIANA ST.
MISSION VIEJO, CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 22 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1LLLL

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Randy Vedula

Name: 24711 Pallas Way
Address: Mission Viejo, Ca 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: *Susan Swartz*

Address: *24576 Vanessa Dr.
Mission Viejo, CA 92691*

(Fold, staple and stamp to mail)

1MMMM

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 29 2004

Ms. Macie Cleary-Milan,

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1NNNN

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: MR & MRS. A. CORRIE
Address: 25401 HELENA CIRCLE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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10000

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: MARY H. KLEIN
Address: 25746 PO AVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

488
July 20, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 26 2004

Ms. Macie Cleary-Milan,

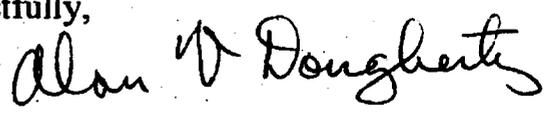
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1PPPP

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: ALAN V. DOUGHERTY
Address: 24751 ARGUS DR.
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 26 2004

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100000

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: ROLAND BENDER
Address: 24702 ARGUS DRIVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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1RRRR

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *CELINDA TAYLOR*
Address: *25675 MINDA DRIVE*
MISSION VIEJO, CA 92691



(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

RECD JUL 26 2004

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1SSSS

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *PATRICIA R. MILLER*
 Address:

24685 ACROPOLIS DR.

MISSION VIEJO, CA 92691

since 1972 (FEB)

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Maie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacific
 Irvine Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 54-3483

REC'D JUL 26 2004

Ms. Maie Cleary-Milan,

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1TTTT

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: CLARENCE O. BAUMANN
 Address: 25501 ALTHEA AVE
 MISSION VIEJO

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D JUL 26 2004

Ms. Macie Cleary-Milan,

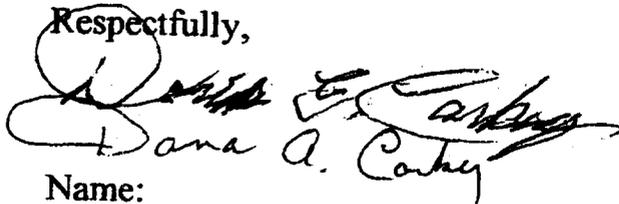
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1UUUU

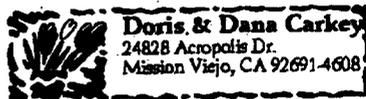
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Respectfully,


Dana A. Carkey

Name:

Address:



(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1VVVV

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name:
Address:

**D. JONES
25732 PERICLES DR.
MISSION VIEJO, CA 92691**

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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Respectfully,

Name:

Address:



Ms. Rebecca L. Ng
25236 Arcadian Ave.
Mission Viejo, CA 92691



(Fold, staple and stamp to mail)

1WWW

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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1XXXX

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: CLINTON R. CARLISLE
Address: 24852 PYLOS WAY
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Marion F. Bybee 

REC'D JUL 26 2004

Name: *Marion F. Bybee*

Simmy L. Bybee

Address:
*24511 Saturna Dr.
Mission Viejo Ca.
92691*

(Fold, staple and stamp to mail)

1YYYY

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D JUL 26 2004

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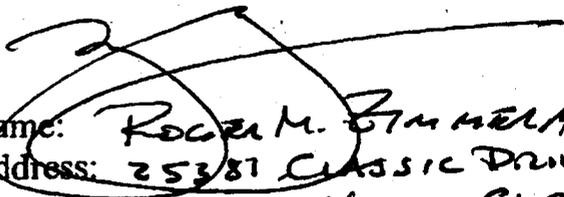
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1AAAA/

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,


 Name: ROGER M. ZIMMERMAN
 Address: 25381 CLASSIC DRIVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

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Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1BBBBB

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Kristin Stewart

Name: Kristin Stewart
Address: 25491 Adriana St.
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1CCCCC

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: SANDRA AND ROBERT HAIG
Address: 24342 Aphena Avenue
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

RECD AUG 02 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

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1DDDDD

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name:

GERALD BAGLIN

Address:

25542 MAXIMUS ST.
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

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1EEEEEE

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

John A. Henry, Sr.

Name:

Address:

*24642 Elchoia Dr
 Mission Viejo 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

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1FFFFF

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: Lisa and Jeffrey Coffman
Address: 24632 Elaisa Dr.
Mission Viejo, CA
92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

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1GGGG

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Laury Weinbender

Name:

Address:

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1HHHHH

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Joe S. & Purita G. Tayag*
Address: *24817 Argus Drive*
Mission Viejo CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, Ca 92618-3304
 TCA website: www.thetollroads.com
 (949) 754-3483

REC'D AUG 02 2004

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: PHILIP H. MENDEL
 Address: 24732 NYMPHA DR
 MISSION VIEJO, CA
 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

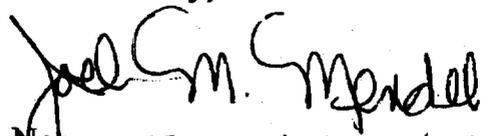
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1JJJJJ

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Joel M. Mendel
Address: 24732 Nympha Dr
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

Pi 705 K

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

I am a resident of Aegean Hills in Mission Viejo. I am writing in regards to the Foothill Transportation Corridor-South project.

I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.



1KKKKK

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: RON AND ELIZABETH MANN
Address: 24582 SATURNA-DRIVE
MISSION VIEJO, CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 02 2004

Ms. Macie Cleary-Milan,

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Catharina Woldem Johannes

Name:

Address:

*23841 Lindley St
Mission Viejo
CA 92691*

(Fold, staple and stamp to mail)

1LLLLL

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 03 2004

Ms. Macie Cleary-Milan,

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I am opposed to the option of widening the I-5 freeway. This will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The I-5 freeway next to our neighborhood was widened as a result of El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the I-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

1NNNNN

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Nancy McDonald

Name: *Nancy McDonald*
Address:

*24582 Dardania
Mission Viejo CA 92691*

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

REC'D AUG 03 2004

Ms. Macie Cleary-Milan,

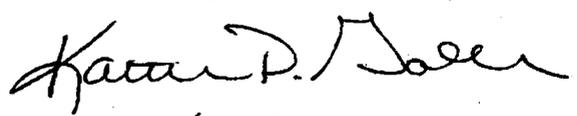
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100000

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,



Name: Kathleen D. Gordon
Address: 25721 Po Avenue
Mission Viejo, CA 92691

(Fold, staple and stamp to mail)

1283

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

Ms. Macie Cleary-Milan,

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1PPPPP

I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: CARA SCHMIDT
Address: 24557 SPARTAN ST
MISSION VIEJO CA 92691

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
TCA website: www.thetollroads.com
(949) 754-3483

Ms. Macie Cleary-Milan,

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I would like to see the eastern or central corridor options further explored, to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,

Name: *Walter Maber and Bernadette Maber*
Address: *24735 ARGUS DR.*
MISSION VIEJO, CA. 92691

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

(Fold, staple and stamp to mail)

Transportation Corridor Agencies
Ms. Macie deary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304
(949) 754-3483

Ms. Macie deary-Milan,
As a resident of Aegean Hills in Mission Viejo,
I am writing in regards to the Foothill Transportation Corridor-South project.

Widening the 1-5 freeway will have a profound effect in our neighborhood, resulting in the destruction of many homes to accommodate the widening. The 1-5 freeway next to our neighborhood was widened as a result of the El-Toro-Y project this last decade. This project resulted in a doubling of freeway noise, and profoundly affected the quality of life in our neighborhood. After years of lobbying and negotiating, a soundwall to mitigate the noise from this freeway expansion is just now currently under construction. To further widen the 1-5 freeway would displace many families from their homes, and increase the noise in the neighborhood of those families that remain.

I oppose this project. As an alternative, the eastern or central corridor options should be further explored to minimize the traffic impacts on the city of Mission Viejo.

Respectfully,


Name: Lloyd Takahashi

Address: 24462 Spartan St.
Mission Viejo, CA
92691

RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

1RRRRR

7-15-2004

Transportation Corridor Agencies
Attn: Marcie Cleary-Milan, Deputy Director
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 16 2004

Re: Foothill-South Transportation Project

I am writing in **opposition** to any toll road alignment that uses Avenida Pico as access from the toll road to I5. San Clemente is already bisected North and South by the I5 freeway and slicing an East West road to quarter the city is not only by far the most expensive alternative it would severely impact the quality of life in San Clemente by adding noise and air pollution while reducing scenic views for homeowners that are not displaced. The proposed alignments that stop the toll road and use San Clemente surface streets are just as bad. These choices would dump high volumes of traffic on quiet neighborhood streets.

My priority for extension would be:

- 1) To only extend the current toll road through to Ortega Highway and stop.
- 2) Extend the toll road all the way through to the I5 south of San Mateo Creek.
- 3) Do nothing.

I am absolutely opposed to any of the alignment that use routes through San Clemente to reach I5, especially the Ave Pico alignment.

Thank You

John and Sally Zuerlein
311 Calle Delicada
San Clemente, CA 92672



1

REC'D JUL 16 2004

July 14, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan:

We are residents of the Broadmoor, Homeowners Association. Our home is about five blocks up the hill above San Clemente High School. We have a view of the hills across Pico and of the ocean across the Marblehead Coastal property. From the renderings produced by TCA it is clear that if the "Central Corridor Complete" were built, our views would be upstaged by highway structures all along the hills and three highway merge ramps between our home and the ocean. The hillside below the St. Andrews church would be replaced by an enormous concrete wall. We estimate this impact on our view, along with increased noise and air pollution, would reduce our property value by something the order of \$100,000 to \$200,000.

We wish to register strong objection to the "Central Corridor Complete".

We are also opposed to the other central toll road routes that would have a southern terminus near Talega and leave drivers to use Pico and Vista Hermosa to travel between the proposed toll road and the I-5.

Sincerely yours,



Mr. and Mrs. Richard Buck
303 Calle Pueblo
San Clemente, CA 92672



JULY 15, 2004

TO WHOM IT MAY CONCERN,

AS A CURRENT USER OF 241
TOLL ROAD, WE WILL USE THE
EXTENSION AS IT WILL EASE OUR
DRIVE INTO SOUTH OC.

THANK YOU,

KENNETH J. DAVIS
9014 DEVICENZO CT.
DESERT HOT SPRING CA

REC'D JUL 19 2004

P93

8 Chapita
San Clemente CA 92672-9311
Phone: 1-949-001-1383
Fax: 1-949-001-1383

REC'D JUL 19 2004

Fax

TCA

To: Attn. Ms. Macie Cleary-Milan From: Ross Cox

Fax: 949-754-3491 Date: July 19/04

Phone: Pages: 1

Re: Foothill-South CC:

- Urgent
- For Review
- Please Comment
- Please Reply
- Please Recycle

•Comments:

Comments on
the Draft
FIS SEIR for the
South Orange
County
Transportation
Infrastructure
Project for the
official public
record.

Dear Ms. Cleary - Milan,

I am in favor of the Foothill - South alternative that terminates just south of the San Clemente city limits. I believe that the corridor should be expedited.

Name: Ross Cox Address: 8 Chapital

City / State / Zip: San Clemente CA 92672

Ronkloy July 17/04

7/16/04

July 16, 2004

REC'D JUL 19 2004

Ms Macie Cleary-Milan
Deputy Director,
Environmental Planning
125 Pacifica
Irvine, CA 902618-3304

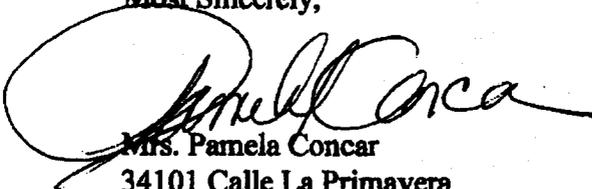
Re: EIS/SEIR PROJECT ALTERNATIVES #241 TOLL ROAD

Dear Ms Cleary-Milan;

Looking at the map that I received in the mail today, and knowing the roads that are in the diagram - I only hope that the original plan for the #241 be kept intact. The alternate roads, especially Ave. Pico, are already congested. Widening the 5 Fwy is a wonderful idea; but only in **addition** to keeping the original plan for the #241. The developing communities that are growing inland will just continue and more and more people will need this highway.

I sincerely hope people have the vision to complete the 241 as originally planned! Thank you for making it easier to travel through Orange County - we deeply appreciate it.

Most Sincerely,



Mrs. Pamela Concar
34101 Calle La Primavera
Dana Point, CA 92629
949-661-0131

Sam W. Montgomery
307 Calle Villarrio
San Clemente, CA 92672-2212

Jul 16, 2004

REC'D JUL 19 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

Reference: Foothill South

Dear Ms. Macie Cleary-Milan,

I am against all Pico alternatives. It would increase the noise level so it would be unbearable to go outside of my house. Our ocean and canyon views would become that of vast cement. Our property values would be drastically reduced. The air quality would be unliveable. Needless to say, the quality of life as we now know it would be gone. Our city is now divided by the I-5, we do not need to further divided it.

Sincerely,


Sam W. Montgomery



33 Segovia
San Clemente, Ca. 92672
July 14, 2004

T.C.A.
Ms. Macie Cleary-Milan
Deputy Director Environmental Planning
125 Pacifica Ste 100
Irvine, Ca. 92618-3304

REC'D JUL 19 2004

Dear Ms. Cleary-Milan,

My wife and I are writing this letter to express our vehement opposition to the Pico route options of the 241 toll road extension.

It is an absurdity to even think of the "Pico Options" as viable options to this extension for the following reasons.

Our ocean view, air quality, tranquility and quality of life would be negatively affected thus lowering our property value. We have lived here over 17 years.

The removal of over 750 homes in several communities would be a disaster for those homeowners, some of whom are personal friends.

The destruction of over 100 businesses including two Albertsons, Walmart, Lowe's several restaurants etc. most of which are new in the last 3-4 years.

Much, if not all of San Clemente High School and Ole Hanson elementary school would be lost or severely affected.

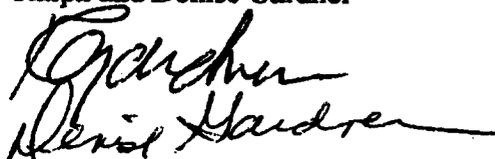
San Clemente would be split in two by such road through the Pico "Corridor".

Traffic on Pico is already jammed at times and more new homes are still to be built in Talega and Marblehead. The new "outlet mall" and housing development and hotel will also affect traffic on Pico.

In closing, it is ludicrous to consider Pico as an option because of all the personal property and businesses that would be destroyed.

The "Far East" alternatives which would be routed behind San Clemente and feed into I-5 south of the city would provide a barrier which Camp Pendleton favors and which Remove no homes or businesses is the only credible alternative.

Yours Truly,
Ralph and Denise Gardner



July 9, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine CA 92618-3304

REC'D JUL 10 2004

Dear Ms. Macie:

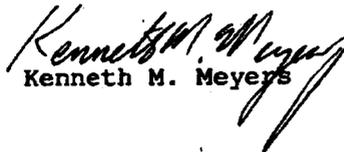
We are in opposition to the Foothill-South Freeway 241 expansion through any of the six alternatives in San Clemente, and we especially oppose the Central Corridor on Pico.

We believe that the impact on our quality of life and the quality of life for all residents of San Clemente will be tremendously negative in numerous ways. We can see no benefits of the expansion that would counteract this negative impact. Expansion would have disastrous effects that would include dramatically increased traffic, noise, and pollution. In addition, the historic appeal of San Clemente as a "small-town, Spanish Village by the Sea" would be destroyed. Not only would the expansion have these negative effects on the environment and character of our city, but it would also surely cause property values to decrease, and this, in an area where many homes boast beautiful ocean views would be extremely unfortunate for all homeowners, whether they have been able to afford to buy modest or more expensive homes. After more than a decade of rental living in San Clemente, we were able to afford to purchase a "fixer-upper" first home above Broadmoor on Calle Felicidad in 1995. We remodeled the whole house and significantly improved our lot with the help of friends, family and much "sweat equity." We enjoy our "new" home and its beautiful Pacific Ocean views each and every day. This home is essentially all we have in the way of a retirement nest egg, and, we are sure, this is true for many homeowners in San Clemente. It is surely true for the majority of those who own homes directly above the San Clemente High School. We fully intend to spend our retirement years here in San Clemente and hope to pass on our home to our sons. As much as we enjoy our home, we also enjoy the ambiance of San Clemente-its quiet streets, unhurried pace and its clean environment. All of this would be destroyed forever by the expansion.

For all of these reasons, we urge the Transportation Corridor Agency and other constituents involved to discard the proposed expansion of the Foothill-South Freeway 241 expansion through any of the six alternatives in San Clemente, especially the Central Corridor option on Pico.

Sincerely yours,


Susan M. Meyers
319 Calle Felicidad
San Clemente CA 92672
smmeyers@pacbell.net


Kenneth M. Meyers

**Kenneth E. Smith, MS, PE
Consultant
4081 Salacia Dr.
Irvine California 92620**

REC'D JUL 20 2004

26 July 2004

Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
Transportation Corridor Agencies
125 Pacifica
Irvine CA 92618-3304

Subject: Extension of SR 241 - EIR/SEIS Comments

Dear Ms. Cleary-Milan:

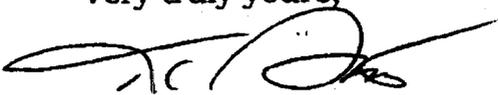
I am pleased that the environmental documents are finally out for circulation for the final extension of SR241. I had the pleasure of overseeing the preparation of the first EIR for the Foothill Corridor over 20 years ago when I was the Chief Environmental Officer for Orange County.

The route selection quandary still exists and yet the route(s) that will have the least impact on the City and citizens of San Clemente remain those which transverse the creek bed and State Park lands.

The "green," "lavender," and "violet" are the most attractive from an engineering stand point and can be accomplished with a viaduct approach used in Colorado and Hawaii to minimize the impacts on the park and creek lands. Engineering benefits and environmental issues should govern the decision and not costs. Experience shows that attention to the former produce efficiencies in the latter.

I look forward to the implementation of this long needed transportation connection. Orange County's survival and that of Southern California depends upon this connection. We will strangle without it.

Very truly yours,



Kenneth E. Smith, MS, PE

1

REC'D JUL 20 2004

ROBERT WILES
IN DELPHOS
IRVINE, CA 92602

BE PART OF THE PROCESS

Foothill-South is the final segment of the Transportation Corridor Agencies' 67-mile public toll road network. When complete, it will relieve congestion along I-5 and local city roads in San Clemente, San Juan Capistrano and Mission Viejo.

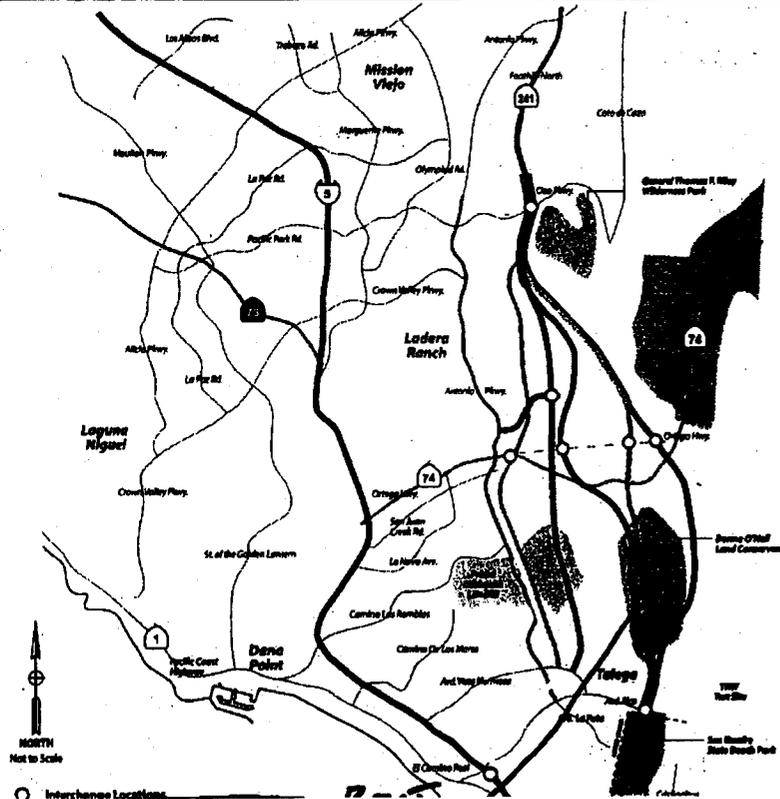
The release of the Draft Environmental Impact Statement/Subsequent Environmental Impact Report (EIS/SEIR) marks a major milestone in the planning for Foothill-South. This document is now available for public review.

Six alternatives to extend the existing 241 are being studied. Different options include improvement of existing highways and freeways. Another alternative would be to take no action at all.

If you are a Toll Road user and think you might use the extension of the 241 Toll Road, we encourage you to be a part of the process.

Your comments on the EIS/SEIR are important and will become part of the

DRAFT EIS/SEIR PROJECT ALTERNATIVES



July 19th, 2004

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

RE: Foothill-South Extension (241) EIS/SEIR

REC'D JUL 20 2004

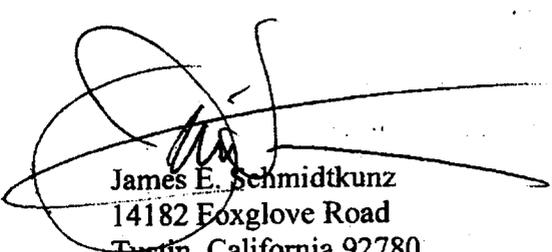
Dear Ms. Cleary-Milan:

I am a resident of Tustin (California) and have been a TCA customer since 1995. I fully support the 241 toll way extension and strongly urge that we move forward with this project, as soon as possible. Please note the following:

- (1) The Interstate-5 corridor is excessively congested and needs major relief.
- (2) Adding additional traffic lanes to the I-5 freeway is not a viable solution.
- (3) Population/traffic in South Orange County will continue to grow and a second major north/south roadway is essential.
- (4) As a business executive for a national Company, we constantly evaluate areas for expansion. Southern California would be at a competitive disadvantage with other states (e.g. Texas), if the toll way extension is not built.
- (5) I recommend the *Far East Corridor* option be used for the toll way extension.
- (6) The opponents to this project lack a valid scientific basis for their rhetoric and they need to be challenged for an incorrect position on this issue.

Please contact me if you have any questions; thanks for your consideration of these viewpoints.

Sincerely,



James E. Schmidtkunz
14182 Foxglove Road
Tustin, California 92780

Joseph P. Lesky
311 Calle Neblina
San Clemente, Ca. 92672

July 19, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304

REC'D JUL 20 2004

Re: Objections – Foothill South Toll Road:

Dear Ms. Cleary-Milan

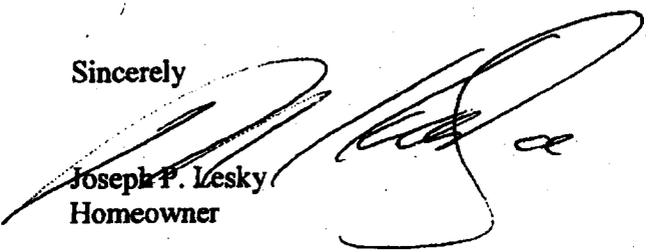
I have been a resident homeowner in San Clemente for over twenty years and have witnessed many changes that have had negative impacts on my community. Non however to the extent that your Toll Road will have on my town. Therefore I strongly opposed to the Foothills South Toll Road project for the following reasons.

1. It will only benefit the large developers that continue to reap profits at the expense of small communities such as San Clemente.
2. No evidence has been presented that your existing Toll Roads work in eliminating traffic or are even profitable. Please explain the financial shortfalls that now prevail?
3. The loss of tax base plus job loss to the City of San Clemente by destroying 113 business's and eliminating 1,100 jobs.
4. The disruption of 750 families due to the loss of their homes.
5. The instant devaluation of the remaining home values that will over look or will be in close proximity to the proposed Toll Road.
6. Increased noise, pollution and crime
7. Environmental impact on San Clemente's beaches due to the increased run off from the expected increase of auto and truck traffic.

In conclusion I don't feel the TCA has been truthful in presenting all of the facts as to the real negative impact to the our environment and equally important the financial impact to the existing homeowners, business owners and their employees of San Clemente.

Last but not least, the TCA has failed to justify how the Toll Road extension will reduce traffic congestion other than being an extremely costly disruptive and futile project

Sincerely


Joseph P. Lesky
Homeowner

H Tom & Ellen Hammett
28571 Pleasant Avenue
Silverado, CA 92678-9764

REC'D JUL 21 2004

Dear Staff:

I am a toll road
user, refer to the attached
statement - However I am
AGAINST the extension
of the 241!!

Please just improve the
5 Frey.

Thank You

Thomas T. + Ellen Hammett.

Bob Firks + Doris Zwack
1 Malea
Laguna Niguel, CA 92677

REC'D JUL 21 2004

June 20, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
The Toll Roads
125 Pacifica
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan,

Thank you for requesting comment on the EIS/SEIR. We wish to provide a positive response to the completion of the 241.

The Far East Corridor (Modified FEC-M) appears to be the best overall solution.

1. It avoids the least contact with the Donna O'Neil Land Conservancy.
2. It appears farthest away from currently populated areas.
3. It doesn't dump into Ave Vista Hermosa or Pico or the Pico-5 interchange, which are already unpleasantly jammed at rush-hours.
4. It certainly removes the most traffic from the 5, which is so heavily traversed.

We appreciate this opportunity to register the need for an early completion of the 241.

Sincerely,



Bob Firks
(and Doris Zwack)

DISCOUNT COPIERS INC.

Sales/Supplies/Service

REC'D JUL 21 2004

Hi, Ms M. Cleary - M. Ia

I reviewed the road ext.
alternatives. It appears, by your
map (enclosed), that the best
extension would be the (Violet) Far
East Corridor modified (FEC-M).
The main reason being that this would
have the least amount of disruption
to the current traffic while it is being
built. It would elevate the most after
it is built. Thank Arnold Poliszuz
Pres.

July 20, 2004

RECD JUL 21 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Irvine, CA 92618-3304

Dear Ms. Cleary-Milan:

Please accept the following regarding the extension of La Pata and the 241 Toll Road southward.

Both of these extensions are of primary importance based upon the large increase of homes being built, and the heavy traffic thru San Clemente.

I have lived in San Clemente for 40 years now. The town was small then. We did not ask for the extreme population increase. The new people created the problem and they may be the ones who are objecting the most. We oldies should be recognized for our concerns.

Homeland Security has increased our concerns. In case of disaster how can the San Clemente resident motivate on a road with heavy traffic.

The Environmental concern regarding the Trestles area should be a minor problem. There already is a runoff problem from the existing freeway and streets. Traffic dividing to two roads should not make much difference. The runoff would be spread thinner. The number of cars would be spread thinner.

Not everyone will take the toll road due to the cost. As far as I am concerned, time is actually more precious than money -- so the Toll Roads are a great asset for me.

Thank you for what ever you can do to promote this most important project.

Sincerely,



Joan Ashbrook
134 W. Escalones #B
San Clemente, CA 92672

July 17, 2004

Transportation Corridor Agencies
Ms. Macia Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 21 2004

We would like very much to see
the 241 Toll Road Far East Corridor
adopted as we travel a great
deal to the desert cities in the
winter months - this would enable
us to by pass 5 entirely and I
believe it would relieve congestion
on Hwy 5.

Sincerely

Mr. James R. Clutz

The people going to the Desert
Cities from San Diego would also
use 241 Toll Road easing the congestion
on Hwy 5

Monday, July 19, 2004

Ms MACIE CLARY-MILAN
TEA
125 PACIFICA STE 100
IRVINE, CA 92618-3308

REC'D JUL 21 2004

Dear Ms CLARY-MILAN,

This letter is to register my opposition to any Pico alternatives to the 241 Toll road expansion. If you lived here in San Clemente near Pico I can't imagine you being in favor of such a proposal. It will turn Pico canyon into an urban nightmare. It will turn this area of San Clemente into a noisy & crowded canyon in addition to the great loss of revenue to the city & extreme disruptions to this part of San Clemente when weighing this alternative with that of putting the toll road south of San Clemente it seems to me that there is no contest. There is insufficient space in Pico canyon to do this without extreme damage to the community & surrounding neighborhood.

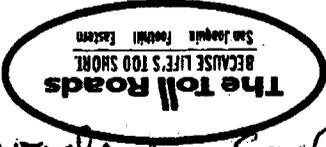
Sincerely,

James R. Green
315 CALLE NEBLINA
SAN CLEMENTE, CA 92672

P.S. My computer crashed so this is by hand.

Col. Raymond Dewees, USMC (Retd)
26891 Alvarado Drive
Mission Viejo, CA 92691

REC'D JUL 22 2004

Foothill-South Segment  will NOT "relieve congestion along I-5 and local city roads in San Clemente, San Juan Capistrano and Mission Viejo". The pentec expansion in construction of homes in these areas will exceed the ability of any F-5 segment to alleviate congestion. It WILL degrade the pristine and beautiful beach areas) around San Onofre and Baseline Road without benefiting motorists or relieving congestion - I

am strongly OPPOSED to the Foothill-South Segment construction.

Sincerely,
Raymond Dewees, Jr.

July 21, 2004

Ms. Macie Clary-Milan
Deputy Director – Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 22 2004

Dear Ms. Clary-Milan:

As a homeowner who recently purchased a home above San Clemente High School in San Clemente, I am greatly opposed to the 241 Toll Road "Central Corridor Complete" alternative along Avenida Pico for the following monetary and aesthetic reasons:

- A loss of hundreds of properties both residential and commercial
- A plummeting of property values
- A substantial loss of jobs
- A loss of good air quality
- A loss of views towards the ocean, hills and canyons
- A disturbance to animal habitats
- A loss of a serene and quiet quality of life in a beautiful seaside community

A far more logical solution would be to make the toll road extend to the far south adjacent to Camp Pendleton providing a buffer for the military base and where the I-5 is wider and would not contribute to city disfigurement.

I appreciate your consideration to eliminate any Pico alternatives when considering the 241 Toll Road extension.

Sincerely,



Christina Norton

619 Calle Miguel, San Clemente, CA 92672

July 21, 2004

Kristine Jensen
471 Plaza Estival
San Clemente, CA 92672

REC'D JUL 22 2004

Dear Ms. Cleary-Milan,

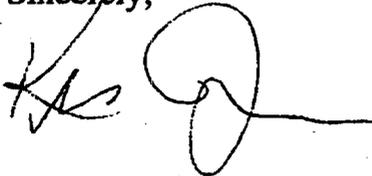
As a resident of San Clemente I felt the need to comment on the proposed Toll Road extension alternatives into San Clemente from the 241.

My first preference would be not to extend it at all, the tolls are too high for the length of the existing road and the traffic impact on San Clemente could be disastrous to our community.

Considering the Laguna Conservancy was unsuccessful in blocking the building of the 73 toll Road, it is most likely inevitable that the 241 be extended down to San Clemente. In that event I would prefer the Far East Corridor-Modified (FEC-M) option as it keeps additional traffic as far away from San Clemente as possible and will hopefully impact us the least.

Thank you for your time and attention.

Sincerely,

A handwritten signature in black ink, appearing to be 'KJ' followed by a large, stylized flourish that loops back to the left.

Kristine Jensen

REC'D JUL 22 2004

32932 Pases Del Lucero
89C - Ca. 92675
July 31, 2004

I am a toll road user (have 3 transponders.).

I am not in favor of putting the toll road through Dana Point + San Juan Capistrano. It will affect too many residences + business

The San Clemente route is much more acceptable to me.

Nancy Taylor

(+ spouse Kemp Taylor)

7.20.04

Robert and Shirley Haven
106 Avenida Caballeros
San Clemente, CA 92672

REC'D JUL 22 2004

NO ON PICO!!!!

To whom it may concern:

We are opposed to the 241 toll road expansion on Pico in San Clemente for the obvious reasons. This toll road will affect our family's home life as well as work. Robert has lived in San Clemente for 58 years and has worked hard to purchase a house and raise a family. This does not just affect our family but thousands of families. The most sensible choice would be the route through Pendleton.

NO ON PICO!!!!

Sincerely,
Robert Haven
Robert Haven
Shirley Haven

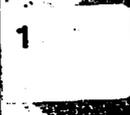
Shirley R. Haven

RECD JUL 22 2004

7/21/04

TOLL ROADS-

DARK ORANGE



Ed Hoopsa

6000 00298482

JOSEPH M. SLOWENSKY

19476 Dorado Drive
Trabuco Canyon, California 92679
(949) 709-1724
Fax (949) 709-1741

July 23, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 28 2004

RE: Draft EIS/SEIR Project Alternatives

Dear Ms. Cleary-Milan:

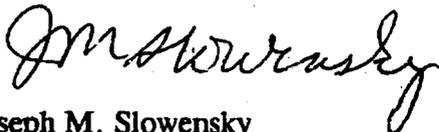
Thank you for the opportunity to provide input in the toll road extension. My wife and I are regular users of the 241 toll road, and appreciate its convenience, appearance and efficient operation on an almost daily basis.

We feel that it is essential that any extension of the 241 merge with Interstate 5 in the San Clemente area. Failing to do so would be both a waste of time and money and would do nothing to alleviate traffic congestion along Interstate 5 or promote increased usage of the southern portion of the toll road. Connecting the 241 to Interstate 5 would truly create a valuable and much needed corridor through eastern Orange County.

We strongly applaud and encourage the toll road planners to use the Far East Corridor options they have proposed, with the West (FEC-W) - Lavender being our first choice option. Residents living between the two thoroughfares would have easy access to their homes from either Interstate 5 or the Far East Corridor without having to disrupt their communities with years of construction, and without having to have their communities divided by a major thoroughfare.

Thank you for recording our strong endorsement of the Far East Corridor (FEC-W) alternative.

Sincerely,



Joseph M. Slowensky
Fastrak Account Number: 6000010323537

July 22, 2004

Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine CA 92618-3304

REC'D JUL 26 2004

Re: Draft EIS/SEIR Project Alternatives

Dear Ms. Cleary-Milan:

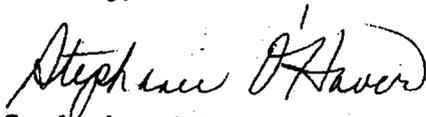
This letter is written to express our opposition to any of the Pico alternatives in regards to the 241 toll road expansion. From what we have read in the newspapers, Camp Pendleton has already given its approval to the toll road expansion along its property border, which is surely the path of least disruption, and which we would support even as residents of Rancho San Clemente.

We do agree that because traffic along the I-5 corridor is going to continue to increase in the coming years, the problem needs to be addressed. But it is inconceivable that any of the Pico alternatives would be seriously considered because of the exorbitant cost to San Clemente not only in terms of lost business and tax revenue but in quality of life for its residents.

We are definitely opposed to any of the Pico alternatives and will continue to support the campaign against any of those options.

Thank you for your work on behalf of all southern California residents.

Sincerely,



Stephanie and George O'Haver
928 Camino Ibiza
San Clemente CA 92672

REC'D JUL 26 2004

7/23/04

Dear Mr. Cleary - Mulder

I am in receipt of your flier regarding the drafts for extending the current 241 toll corridor.

Please excuse my plain stationary, I am, in fact, sitting in my car jotting these thoughts between appointments.

I spend a great deal of time (33 to 35 thousand miles a year) in my car, and have made great use of the 241.

However, I am strongly opposed to any extension that would run through or near a Conservancy or State Park.

This is too slippery a slope and would

REC'D JUL 26 2004

undoubtedly lead to harm... not only to the environment in general, but to migratory paths etc for the wild life in those areas.

As a matter of fact, I'm not terribly thrilled with the extension in general. Hudson Road is a direct result of the 241 and has become an ants nest of housing with very little concern for open space or smog (which has increased noticeably in the past 2 years in the area) But, I assume the extension is a "fait accompli", so I would vote for the Central Corridor if I had to choose.

Thank you for the forum,

Richard M. Paulus

**James and Elizabeth Hawkes
305 Calle Fiesta
San Clemente, CA 92672
(949) 498-9504**

REC'D JUL 26 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

RE: No Toll Road Down the Pico Corridor

Dear Ms. Cleary-Milan:

We are residents of the Broadmoor neighborhood, above Avenida Pico in San Clemente. We are strongly opposed to the Foothill-South transportation project that may be developed along Avenida Pico.

We specifically purchased our home because it offered such a quiet, peaceful view of the neighboring hills. I was appalled to see our hills blanketed with concrete and giant pillars in a proposed overview of the project. This giant road would dominate our lovely canyon and bring unwanted noise, congestion and pollution.

PLEASE DON'T BUILD THE EXTENSION DOWN AVENIDA PICO.

Sincerely,

James and Elizabeth Hawkes

James and Elizabeth Hawkes

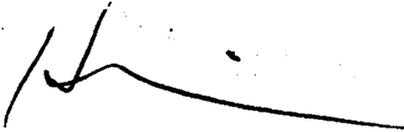
Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Irvine, CA 92618-3304

REC'D JUL 26 2004

Two comments:

1. I drive from South Orange County to the Ontario area each day and find the Highway Patrol intensely patrolling the toll road yet I don't see that kind of activity on the 5, the 57 or the 60. Guess which route I choose to take. Why would I pay this kind of money to increase my chances of receiving a citation. Because of the intense Highway Patrol activity on the toll road, I will only use it in an emergency.
2. Please repair the HUGE bumps! Considering all the money that is being spent on widening the toll road, can the bumps be repaired? **THEY ARE DANGEROUS.**

Thank you so much for asking for the comments of those who use or could use the toll road. I feel you should spend some of that revenue used to pay the Highway Patrol to repair the bumps. I expect some patrolling of the toll road but this is crazy compared to the other freeways in Southern California.



July 23, 2004
5362 Don Miguel Drive
Carlsbad, CA 92008-3935

Ms. Macie Cleary - Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 26 2004

In re: Draft EIS-Project Alternative

Dear Ms. Milan:

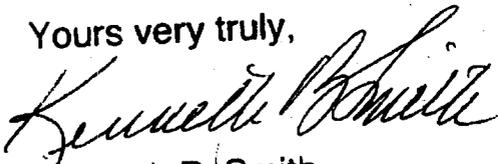
My wife and I are strong supporters of the extension of Highway 241 from Oso Parkway to Basilone Road. This plan will relieve congestion through Dana Point, San Juan Capistrano and San Clemente.

The consideration of terminating Highway 241 at Pico and then diverting southbound traffic on Pico to Highway 5 would create such traffic turmoil and unnecessary delays because of crowded conditions.

Please give support to the extension of Highway 241 to Basilone Road.

Thank you.

Yours very truly,



Kenneth B. Smith
Fast Trak Account No. 6000001029424



Hildegard S. Smith

TRANSPORTATION CORRIDOR AGENCIES

**Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Irvine, CA 92618-3304**

July 21, 2004

**We are in favor of the toll road concept to relieve I-5 traffic in San Clemente
- always have and always will be - and prefer the purple or violet routes
beginning at Oso and ending at Basilone Road.**

1

**Douglas and Sally Campbell
1305 Aldeano
San Clemente, CA 92673**

REC'D JUL 26 2004

555 N. El Camino Real, Ste. A150
San Clemente, CA 92672
July 21, 2004

Transportation Corridor Agencies

Attn: Ms. Macie Cleary-Milan

Get cracking on any of the "Far east alternatives". We "normal" people don't show up at your meetings because the wackos are terribly confrontational. I laughed at one article in the paper where people in favor of extending the road to Trestles were booed and shouted down at one of your meetings. The wackos then pointed out that not many people in favor of extending the road ever show up at the meetings. The amazing thing is they cannot tie their lack of civility to our not wanting to be in the same room with them.

Best regards,

Pete & Chris Fort

Pete and Chris Fort

REC'D JUL 26 2004

July 21, 2004

In regards to: Foothill-South EIS/SEIR

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 26 2004

Dear Ms. Cleary-Milan,

I was thankful to be given the opportunity to address the Transportation Corridor Agencies directly regarding the Foothill-South toll road extension project. Knowing that you will receive many such letters, I will try to be brief.

If you must choose among the seven published options (six routes plus no action), extend the 241 Toll Road according to the Central Corridor route. Interstate 5 bottlenecks between the Junipero Serra Road exit and the Avenida Palizada exit throughout the year; the Central Corridor (CC) gives drivers heading to San Diego County an alternate to I-5. The tremendous growth of suburbs in Orange County east of I-5 is a major contributor to the congestion of that solitary southbound artery. This route also provides a positive externality to the City of San Clemente that the other routes do not: increased activity for local businesses as commuters trade time once spent in traffic for time in San Clemente's lively downtown district.

The three options that travel around San Clemente and through land conservancies and State Parks deserve no serious consideration. Each would devastate one of the last remaining viable habitats of the Pacific Steelhead trout in Southern California, and add zero benefit to San Clemente. Business owners in the thriving cities of Aliso Viejo and Rancho Santa Margarita rely upon the toll road system to deliver consumers who live outside the immediate area. Joining the toll road extension at Avenida Pico would dramatically improve traffic flows in South County and increase consumer activity in San Clemente without compromising San Mateo Creek and its Steelhead population. TCA will receive well-deserved praise for respecting the need to preserve ecosystems while continuing to develop the infrastructure we citizens rely upon to conduct our lives.

TCA is fortunate to have before it a solution that is optimal both commercially and environmentally. You have one chance to make the right choice – make it.

Sincerely,



Kenneth Ohlson

To: Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 27 2004

The Toll Roads that have been built in Orange County so far are wonderful and needed to maintain our vibrant and efficient economy. We need this extension of the toll road to complete this efficient highway connection and be prepared for our future.

Some individuals and groups have opposed each of our Orange County Toll Roads as we have been planning and building them and there are trade-offs to everything but these Toll Roads are needed for now and our future and we need to complete the final section.

Why would anyone try to control growth by stopping the final phase of an efficient Toll Road system? If we want to control growth, we need to do it with a well thought out Master Plan not by strangling traffic! What ever we do in terms of controlling growth, we need to make sure that that plan is complete and provides for all of our needs including efficient road systems. Finish this great Toll Road segment.

We've come so far with this great Toll Road - Let's finish it with the final section to assure we get its full benefit.

Thank you for entering my comments,
Gary Reinert



NEAL A HODGES

21900 Truckee St
Yorba Linda CA 92887
Phone 714-777-1505
Hodgepodgelyca@Adelphia.net

July 25, 2004

REC'D JUL 28 2004

Dear Ms Cleary-Milan:

I use the Toll Roads often in my work. We recently had jobs in Vista and Santee in San Diego county, and I had to fight the 5 North traffic all the way to Oso Parkway to get to the 241 North to my home in Yorba Linda. The traffic was not so bad in the morning, but I still took the 241 to the 133 to the South 5 every morning. I estimate the toll roads saved me more than an hour a day travel time and more than \$2.00 a day in reduced fuel costs.

I urge you to push for the completion of the south leg of the 241. I prefer the Far East Modified route because it connects to the 5 South below San Clemente. I would use the toll road nearly every time I traveled to South Orange County or San Diego as would, I'm sure, a good number of travelers from North Orange, Riverside and San Bernardino Counties.

We all know there would be some impact on the environment, but the procedures to build the 73, the 133, the 261 and 241 have proved that the impact is minimal and short term. The natural plants are already re-establishing themselves along the 73 and 133—that work was completed less than 10 years ago!!

Please do all you can to move this project forward and to keep people from using the EIR process to delay much needed roads. Traffic is killing us! Please help ease the traffic on the 5, the 55 and the 91 by getting the south leg of the 241 built as soon as possible.

Sincerely
Neal A Hodges

1

John Stuart Adams
Judge of the Superior Court

July 26, 2004

Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica
Irvine, California 92618-3304

REC'D JUL 28 2004

Re: EIS/SEIR

Dear Ms. Cleary-Milan:

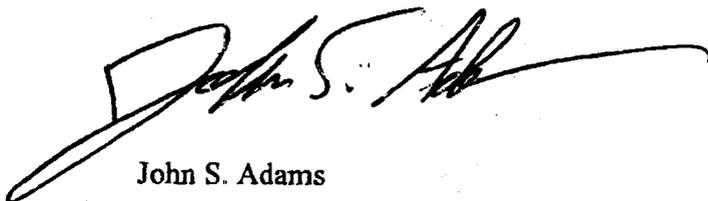
Completion of the final segment of Foothill South is an essential component of the infrastructure necessary to support our population, particularly in growing South County. As someone who regularly commutes on the traffic clogged I-5 from Mission Viejo to Santa Ana, I can personally attest to the urgent need for direct I-5 access to the 241.

Traffic that would otherwise take Foothill South is currently being displaced onto I-5. In turn, thousands of motorists seeking an alternative to I-5 use surface streets, where they frequently exceed the speed limits in an effort to make up lost time. I know because I frequently preside over contested traffic cases, several of which have resulted in deadly accidents. Connecting the 241 to I-5 will save lives.

The notion that Foothill South is unnecessary does not comport with either population projections or the anticipated increase in the traffic volume of South County. While I can appreciate the desire to preserve the remaining natural habitat of Orange County, we should not do so at the expense of our safety – or our quality of life.

There are always competing interests involving roadways, airports and other major projects that must be carefully analyzed and debated. As with any road, Foothill South will negatively impact the flora and fauna. But it will positively impact the vast majority of the residents of Orange County. In the final analysis, completion of the toll road network is in our long-term best interest. I urge that Foothill South be completed and connected directly to I-5.

Sincerely,



John S. Adams

Richard & Frances Kopp

61 Camino Lienzo
San Clemente, CA 92673
Fax 949 496-1665
Home Phone 949 496-4838
email: rhkfnk@cox.net

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Irvine, CA 92618-3304

REC'D JUL 28 2004

July 26, 2004

Re:Draft EIS/SEIR Project Alternatives - TELL US WHAT YOU THINK

It is a necessity that we get the toll road extension done, ASAP, down to San Onofre. The I-5 is congested and jammed up most of the time. We already use the 241 down to Oso and San Antonio on down to Ortega Hwy whenever we come South and vice versa to go North/East. I'm looking forward to using the extension when it's completed.

My first choice would be the "violet" option -- far east corridor, modified. It makes the most sense to route the traffic (going North) inland before the downtown area of San Clemente. It also seems most logical from the other direction (going South) to merge with I-5 just South of San Clemente. That would save a horrendous traffic problem in San Clemente, not to mention all the homes that would be in the way and need to be removed.

My second choice would be the "lavender". My third choice would be the "green".

All three of these choices would alleviate congestion on the I-5. The I-5 could be widened South of San Clemente to accommodate the extra traffic that would pour on from the 241.

If this new toll road extension creates new development of homes being built on previously inaccessible land, could more lanes be planned and paid for by developers for the expansion of 241 and for the expansion of I-5 also?

I have lived in Southern Orange County (from Laguna Beach to San Clemente) all of my life (since 1937) and have seen unbelievable growth take place. Our road system needs to keep pace with this growth better than it has. When it becomes so difficult to traverse even a few miles up or down the I-5 at anytime of day, this is a signal that our road system has been sorely neglected. **It's time to complete this extension!**

Sincerely,



Frances N. Kopp

DAVIDA HANSEN
249 CALLE FIESTA
SAN CLEMENTE, CA 92672

7-26-04

Dear Mr. Cleary-Milan, RECD JUL 28 2004

As a homeowner and resident of
San Clemente's Broadmoor Section,
I intensely oppose any use of Avenida
Pico for the tollroad alignment options

It would have a completely negative
impact on our whole residential
community in this area. It would
cause problems ranging from pollution
of every kind to the complete
loss of the aesthetic qualities which
we now have in our homes which
overlook the beautiful vistas of
ocean and surrounding hills.

Thank you for your attention.
David Hansen

RE: EIS/SEIR Project

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Count me in. I'll contribute
that way -

REC'D JUL 28 2004

Go - 2H -

CE Duggan
La Quinta -

July 26, 2004

REC'D JUL 28 2004

Ms. Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Re: 'NO ON PICO!' - (i.e. the 241 Toll Road Expansion using PICO alternatives)

Dear Ms. Cleary-Milan:

Are we in favor of the 241 Toll Road connecting to the I-5 Freeway in San Clemente? ABSOLUTELY!!!!

However, as homeowners/residents of the Montego Residential Development near Pico Blvd., may this note serve to express our complete rejection of the proposal to bring the 241 Toll Road Expansion to San Clemente via the use of Pico Blvd., which is still being completed today, with new Talega residential/commercial expansions . . . with more to come. There's no logical, economically sound reason to pursue such a Pico Blvd. - 241 connection, when you have a perfectly doable Freeway approach through an uninhabited part of Camp Pendleton, via the Trestles area, north of San Onofre Beach. Yes, certain environmental issues on the Camp Pendleton alternative plan would have to be compromised, to make this alternative work. But, with all due respect, their significance is, and will be, minimal, compared to the proposed Pico -241 connection.

The environmentally sensitive issues that will be affected by the growth of our local domestic needs will just have to be tolerated as part of the inevitable expansion of our local area. It is our understanding that the huge remaining acreage and massive area of the present Camp Pendleton property, following the use of a small part of their Northern boundary, would stay unaffected by this Camp Pendleton/Trestles alternative. This would appear to be a far more logical use of existing, uninhabited territory, rather than finding the Pico proposal being used to demolish millions of dollars of new local, existing infrastructure, including the resulting and detrimental consequences to our local, private residential and commercial properties, and personal values, that would be suffered by area residents and businesses . . . many of which have worked for YEARS AND YEARS to create their current status. Destroy this because of a few environmental issues? We think not!

We're prepared, along with our many, many neighbors, both domestic and commercial, to go the distance on this one . . . legally and otherwise, and regardless of the cost . . . to defeat this ill-proposed Pico Alternative . . . and if you don't think we're serious, we'll gladly expect to see the environmental backers from the other side, in court, for many, many years to come.

Sincerely,



Jerry and Cheryl Stidham
13 Burriana
San Clemente, CA 92672-6078
(949) 481-2876
stidham24@aol.com

Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

July 22, 2004

REC'D JUL 28 2004

I am writing as a Rancho San Clemente homeowner to express my opposition to the 241 tollroad expansion Pico alternatives. I feel that the destruction of existing homes and businesses as well as the disruption of the San Clemente community outweigh the benefits of these options. Therefore I request that you consider my opposition and develop other alternatives.

1A

Sincerely,

Terry Kanow
Terry Kanow
710 Via Nublado
San Clemente, CA 92672

Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

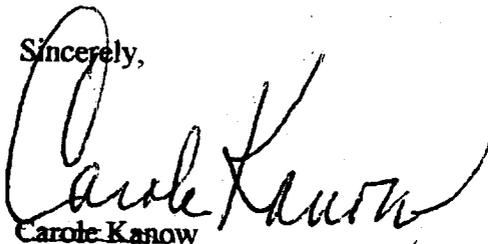
July 22, 2004

REC'D JUL 28 2004

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1B

Sincerely,



Carole Kanow
710 Via Nublado
San Clemente, CA 92672

Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

July 22, 2004

REC'D JUL 28 2004

I am writing as a Rancho San Clemente homeowner to express my opposition to the 241 tollroad expansion Pico alternatives. I feel that the destruction of existing homes and businesses as well as the disruption of the San Clemente community outweigh the benefits of these options. Therefore I request that you consider my opposition and develop other alternatives.

1C

Sincerely,



Alexis Sprankles
902 Calle Venezia
San Clemente, CA 92672

Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

July 22, 2004

REC'D JUL 28 2004

I am writing as a Rancho San Clemente homeowner to express my opposition to the 241 tollroad expansion Pico alternatives. I feel that the destruction of existing homes and businesses as well as the disruption of the San Clemente community outweigh the benefits of these options. Therefore I request that you consider my opposition and develop other alternatives.

1D

Sincerely,



Patrick Padilla
902 Calle Venezia
San Clemente, CA 92672

Transportation Corridor Agency
Draft EIS/SEIR comments
125 Pacifica , Suite 100
Irvine, CA 92618

REC'D JUL 28 2004

July 22, 2004

I am writing to express my opposition to the completion of the Foothill South Toll Road through Pico Avenue (Yellow, Orange and Red) in San Clemente and state my support for the alternate route (dark Purple-far east-FEC-M0 through the unpopulated back country of San Clemente.

The toll road will divide and fragment the communities of San Clemente. Homes and businesses will be demolished to make way for the Pico alternatives. Loss of green space, increased noise, increased air pollution, diminished property values, destruction of hillsides and obstruction of city access are all negative community impacts of the Pico choices that concern me. The merging of the Foothill-South Toll road at mid city will actually worsen the traffic congestion within San Clemente rather than ease it in the short and long term.

I am concerned that the Foothill South Toll Road will ultimately destroy this area by overwhelming this pleasant beach community with high rise freeway development through the middle of the boundaries.

I support a more community centric alternative that allows the development of the Toll Road behind the city allowing for a more logical path that does not dissect the city and destroy homes and businesses. Displacing as many as 593 homes and 103 businesses should not be an option when there are viable alternatives.

I am skeptical of the promises that the Toll Road through the middle of San Clemente at Pico, Hermosa or La Pata will benefit the community in any way.

Sincerely,



David R. Martinez
Resident of San Clemente
49 Via Palacio
San Clemente, CA 92673

Stanford Yates

317 Calle Empalme • San Clemente CA 92672

Phone 949.369.9258 • Fax 949.369.7705

Internet yates@prismnet.com

Saturday, July 24, 2004

Ms Macie Cleary-Milan
Transportation Corridor Agencies
Suite 100
125 Pacifica
Irvine CA 92618-3304

REC'D JUL 28 2004

Dear Ms Cleary-Milan:

My wife and I bought our home in San Clemente with the plan that we would retire here. We live in Broadmoor, a lovely part of the San Clemente community that has been well managed and maintained over the years. We treasure our life and home here. We are in our 60's and while we are still fit, the time will come when we will need the easy access, the single level floor plan, and other features our home gives us.

After reading the Foothill-South booklet your organization published, outlining the choices for extending the toll road, we recognize that several alternatives would destroy our dreams and cause great financial damage to us and our community. We oppose any toll road extension that includes Avenida Pico. Any plan that includes Pico would bring highway noise, auto exhaust pollution, and intolerable damage to our home value. It would also cause huge financial destruction to San Clemente. Please do not go this route!

If an extension of the toll road is truly the correct solution to the traffic problem, we support the Far East (West) Alternative, or the Far East Modified plan. Each would take the traffic thru Camp Pendleton, and cause little or no damage to our community. The cost would be less than most of the other plans as well. While we are sensitive to environmental concerns, we feel that people and their property should be given 1st priority.

Please honor our request to save our community. Please do not be influenced by special interest groups, but instead please respect the request of actual voting citizens and homeowners who would suffer damage and loss from the Central Corridor, Alignment 7, and Arterial Improvement alternatives.

Sincerely,

Stanford Yates

Barbara Yates

Macie Cleary-Milan
TCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

July 23, 2004

REC'D JUL 28 2004

~~I am writing as a Talega homeowner to express my opposition to the 241 tollroad expansion Pico alternatives. I feel that the destruction of existing homes and businesses as well as the disruption of the San Clemente community outweigh the benefits of these options. Therefore I request that you consider my opposition and develop other alternatives.~~

1A

Sincerely,



Patrick J. Padilla, M.D.
21 Calle Verdadero
San Clemente, CA 92673

Macie Cleary-Milan
JCA
125 Pacifica, Suite 100
Irvine CA 92618-3308

July 23, 2004

REC'D JUL 28 2004

I am writing as a Talaga homeowner to express my opposition to the 241 tollroad expansion Pico alternatives. I feel that the destruction of existing homes and businesses as well as the disruption of the San Clemente community outweigh the benefits of these options. Therefore I request that you consider my opposition and develop other alternatives.

1B

Sincerely,



Alexis Sprankles
21 Calle Verdadero
San Clemente, CA 92673

July 26, 2004

To:

TCA

Ms. Macie Cleary-Milan

Deputy Director – Environmental Planning

125 Pacifica, Suite 100

Irvine, CA 92618-3304

REC'D JUL 28 2004

Dear Ms. Cleary-Milan

We support any of the Far East Extensions to the 241 Foothill Transportation Corridor. It should terminate south of San Clemente, near Basilone Road

Any of the extensions requiring the use of Pico would be a tragic mistake. We often experience gridlock on I-5 through San Clemente. It seems to get worse day-by-day. Why would we want to exacerbate this problem by pouring in more traffic into I-5 near Pico? This does not make sense. It would be harmful now, but devastating in the years to come.

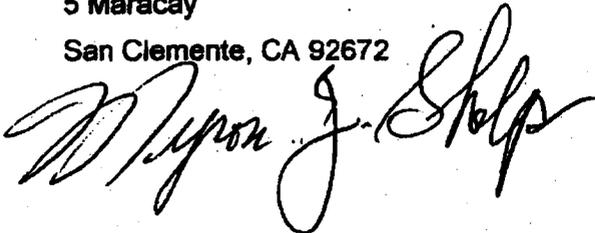
We believe the only justifiable route terminates at Camp Pendleton, where it would join the I-5.

Respectfully,

Myron J. Shelp and Helmtrudis K. Shelp

5 Maracay

San Clemente, CA 92672

*Helmtrudis K. Shelp*

Wade A. Neely**Peggy A. Hancock**131 Calle Empalme
San Clemente, CA 92672Home: (949) 493-0356
Office/Fax: (949) 493-0760

July 25, 2004

Transportation Corridor Agencies
Ms. Macie Clary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3308

REC'D JUL 28 2004

RE: EIS/SEIR - 241 Toll Road Expansion

Dear Ms. Clary-Milan:

We are residents of San Clemente and would like to take this opportunity to address our position in the above matter. We are **VERY AGAINST** the Pico Option of the 241 expansion. This option would turn our ocean view & view of the Spanish style buildings into a sea of concrete, while replacing our peaceful quiet with the sounds of cars & the scent of gas, oil & emissions instead of ocean air. The freeway would be moved to within a quarter mile of over 1500 homes. We did not move to this home & work as hard as we have to have everything destroyed, including many neighboring homes, local businesses, along with our high school (which both of my children graduated from). Our property values would plummet, if we could sell them at all. This is not a case of the homes being built after the plan had been devised. The people, homes & businesses were here first, long before the 241 Toll Road was even thought of.

We were also outraged at how "quiet" this alternative & the monstrosity it would create has been kept with the last day to speak up being August 6th. Many people we have spoken with since just learning about the deadline & the impact it would have on our community, also were in the dark. Everyone we have spoken too have been under the impression that the expansion was to be the Far East Corridor. Please prevent this alternative from taking place. We realize there is a need for traffic reduction, but not at the expense of so many lives. If there has to be an expansion, then the least obtrusive would be through the Far East Corridor.

Thank you,



Peggy Hancock & Wade Neely

July 23, 2004

Transportation Corridor Agencies
Attn.: Ms. Macie Cleary-Milan
125 Pacifica
Irvine, CA 92618-3304

REC'D JUL 28 2004

RE: EIS/SEIR

Dear Macie:

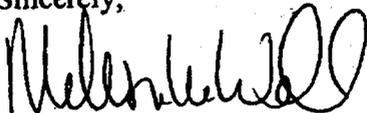
I am writing concerning the extension of the 241 Toll Road. I have read about the six alternatives to extend the existing 241 Toll Road. Based on the different options, such as, extending the existing Toll Road, improving the existing highways and freeways, or taking no action at all, I believe the expansion of the Toll Road is the best alternative.

I live in Trabuco Canyon and have access to the Toll Road less than 1 mile from my home. I routinely travel to Carlsbad via the I-5. On most days this drive can take from 1 1/2 - 2 hours. Just getting from my home to the I-5 is a 15 minute drive. By extending the Toll Road I assume my drive time will be reduced by at least 30 minutes.

The Toll Road has become an invaluable asset to me when commuting to and from work and in my daily errands. The Toll Road (and an expansion of the Toll Road) will not only benefit me personally, but it will greatly reduce congestion on other major highways and help in reducing the pollution caused by stop and go traffic.

I hope that my letter will help build a case for the expansion. My family and I have used the Toll Road routinely for years and I greatly benefited from it.

Sincerely,



Melissa Lee Webb
Trabuco Canyon, CA

1A

July 23, 2004

Transportation Corridor Agencies
Attn.: Ms. Macie Cleary-Milan
125 Pacifica
Irvine, CA 92618-3304

RECD JUL 28 2004

RE: EIS/SEIR

Dear Macie:

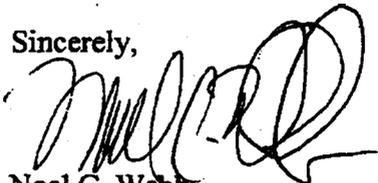
I am writing concerning the extension of the 241 Toll Road. I have read about the six alternatives to extend the existing 241 Toll Road. Based on the different options, such as, extending the existing Toll Road, improving the existing highways and freeways, or taking no action at all, I believe the expansion of the Toll Road is the best alternative.

I live in Trabuco Canyon and have access to the Toll Road less than 1 mile from my home. I routinely travel to Carlsbad via the I-5. On most days this drive can take from 1 1/2 - 2 hours. Just getting from my home to the I-5 is a 15 minute drive. By extending the Toll Road I assume my drive time will be reduced by at least 30 minutes.

The Toll Road has become an invaluable asset to me when commuting to and from work and in my daily errands. The Toll Road (and an expansion of the Toll Road) will not only benefit me personally, but it will greatly reduce congestion on other major highways and help in reducing the pollution caused by stop and go traffic.

I hope that my letter will help build a case for the expansion. My family and I have used the Toll Road routinely for years and I greatly benefited from it.

Sincerely,



Noel C. Webb
Trabuco Canyon, CA

1B

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

July 25, 2004

REC'D JUL 28 2004

Dear Ms. Cleary-Milan,

As long-term residents of San Clemente, both in the Broadmoor and now in the Rancho San Clemente communities, we wish to make it clear that we strongly oppose the three Pico alternatives for the extension of the 241 toll road. We are *especially* opposed to the Central Corridor route.

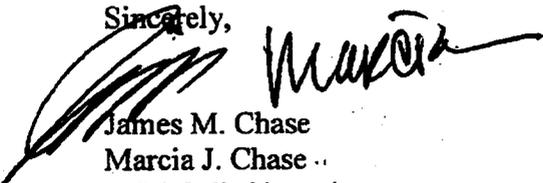
We know that the southernmost portion of Orange County is in need of additional transportation alternatives, and that's why we would support the alternative routes described in your mailings as the Far East Corridor (Modified and West) and the Alignment 7 Far East Crossover (marked on the brochure as violet, lavender, and green). No homes or businesses would be disturbed, and we would get the transportation we need.

We residents, who have invested our hard-earned savings in our homes in San Clemente, should be listened to before the organized radical environmentalists who would like to see no changes at all. As we understand from the TCA report on the Pico alternatives, an estimated 693 homes would be displaced, 113 businesses removed, and San Clemente forever scarred with this roadway. This is not acceptable to us, and we will fight tooth and nail to see that it doesn't happen.

We already have a traffic headache on Pico at rush hour. Additional traffic will present more dangers for those kids walking and driving to and from San Clemente High School. We also take walks toward the ocean, and this expansion would substantially increase both the noise and air pollution where we walk. Finally, our home looks out toward the ocean exactly where the proposed Pico alternatives would go. Our home represents our retirement nest egg. If one of the Pico alternatives is built, we will suffer a substantial loss of value. We will not allow that to happen.

Thank you for your consideration.

Sincerely,



James M. Chase
Marcia J. Chase
1036 Calle Venezia
San Clemente, CA 92672
949-366-6368

REC'D JUL 28 2004

223 Calle Marina
San Clemente, Ca 92672
July 26, 2004

Transportation Corridor Agency
Ms. Marie Cleary-Milou, Dep. Director
125 Pacific
Irvine, Ca. 92618

Dear Ms. Cleary-Milou:

My computer is down so I am
reacting to email mail. I rarely
write but believe the two road projects
warrant the input of concerned citizens.

Our family has lived in San
Clemente since 1962. Our freeway system
in San Clemente on the "5" is terribly
overcrowded. San Clemente has a bottleneck
of traffic, accidents, fires and other
types of problems due to bumper-to-
bumper traffic are a real cause of
concern.

Our traffic congestions are not just a summer or weekend problem - it occurred regularly all year around.

Please consider running the new toll road to Baseline Road. We live in southwest San Clemente and the traffic is often at almost a standstill from Magdalena northward.

If our San Clemente South traffic is as bad as it is now, in 2004, what will it be like in 2006, 2008 and later?

Thank you for your kind attention to this letter. We, after careful study of the toll road proposals, believe FEC-W or A7C-FEC-M would be good options with FEC-M as a third choice.

(Mrs.) Jane A. Cusack
John A. Cusack

REGD JUL 28 2004

You asked for
Comments on the
extension of the
Toll Road.

I/We
prefer the
Dark Orange - La Plata
or the Lavender
Far East - West

Thank you for your
interest in our
opinions.

Diane Oberholzer
for the OBERHOLTZER
FAMILY of 5
DRIVERS.

RECD JUL 28 2004

Ms Mace Cleary - Milan,

Our family and friends would never use the 241 extension. If you believe that the 241 extension would not Destroy the Trestles Area (the last Natural Water Shed in S. Calif.) you and the TCA are out of your minds — Do you even have children? Where did you grow up? Have you ever been to Trestles beaches, wetlands, the San Mateo Campgrounds — How sick to be down at the beach and see a huge overpass right there in our face — you guys are Nuts you must not be from around here! I will continue to fight against your proposed devastation of O.C. last open space — I've stopped using all off your Toll Roads and my husband has cut his usage in $\frac{1}{2}$ — Every day I'm convincing others to do the same!

Ann D. Minin

REC'D JUL 29 2004

7/28/04

Dear Micie Casey-Nelson
 I was so glad to learn that
 the extension of the Telf road
 241 is still moving ahead.
 I am not educated in all of
 the problems of Tellyway Construction
 E.S. of E.S.R. - etc. etc.
 Strictly based on viewing the
 approved map & various routings
 I would favor the "Far East Corridor
 modified" (F.E.C.-M) as a first
 choice & the Far East Corridor West
 F.E.C.-W as my second choice.
 I feel that those two routings
 would give the greatest traffic
 relief as we move into the
 next few years.

Lenneth A. Felt

REC'D JUL 29 2004

7-27-04

To Whom It May Concern:

I feel this is a
terrible idea and
would ~~except~~ Pico
and the S.C. area

very badly.

Please Do not
follow thru with
this!

K.D. Cole
2129 Cole Street
SC, CA 92672

NO ON PICO!

July 25, 2004

Ms. Macie Clary-Milan
Deputy Director – Environmental Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 29 2004

As a long time 25 year San Clemente resident we are urging you **not** to build the Toll Road near Pico. I am **greatly opposed** to the 241 Toll Road “**Central Corridor Complete**” alternative along Avenida Pico for the following aesthetic & monetary reasons:

- A significant reduction in property value
- A significant loss of ocean, hill & canyon views from our homes
- A significant rise in noise level & loss of air quality
- A significant loss of residential & commercial properties
- A significant loss of jobs
- A disturbance to the animal habitats
- A significant loss of a serene & beautiful quality of life in our seaside community

A better & more logical location & solution would be to extend the Toll Road to the far South adjacent to Camp Pendleton providing a buffer for the military base & where it would not disturb or disfigure the beauty of our small San Clemente community.

One more thing, you don't have to build it at all. San Clemente has been over built and almost ruined in the past 10 years. Who even wants a toll road here? It will just go bankrupt like all the others. And in the process Destroy what's left of this quiet beach community.

I appreciate your consideration to eliminate any Pico alternatives when considering the 241 Toll Road extension.

Sincerely,

Mark Marabella
615 Calle Miguel, San Clemente, CA 92672

Mark Marabella

1A

NO ON PICO!

July 25, 2004

Ms. Macie Clary-Milan
Deputy Director – Environmental Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D JUL 29 2004

As a long time 25 year San Clemente resident we are urging you **not** to build the Toll Road near Pico. I am **greatly opposed** to the 241 Toll Road “**Central Corridor Complete**” alternative along Avenida Pico for the following aesthetic & monetary reasons:

- A significant reduction in property value
- A significant loss of ocean, hill & canyon views from our homes
- A significant rise in noise level & loss of air quality
- A significant loss of residential & commercial properties
- A significant loss of jobs
- A disturbance to the animal habitats
- A significant loss of a serene & beautiful quality of life in our seaside community

A better & more logical location & solution would be to extend the Toll Road to the far South adjacent to Camp Pendleton providing a buffer for the military base & where it would not disturb or disfigure the beauty of our small San Clemente community.

I appreciate your consideration to eliminate any Pico alternatives when considering the 241 Toll Road extension.

Sincerely,



Ann Marabella

615 Calle Miguel, San Clemente, CA 92672

1B

July 28, 2004

REC'D JUL 29 2004

TRANSPORTATION CORRIDOR AGENCIES

Ms. Macie Milan

Deputy Director, Environmental Planning

125 Pacifica

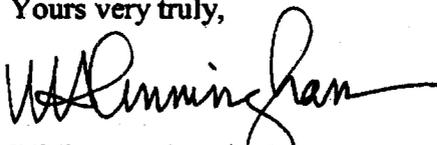
Irvine, CA 92618-3304

Ms. Milan:

I understand that the Agencies are currently reviewing several alternatives for extension of the 241 toll road to a connection with the I-5 somewhere in south Orange County. I have seen the map of several proposed routes and hope that you will move forward on such an extension and that the extension will be the one which connects at Basilone Road.

As a long-time resident of Orange County I can remember when we had clean air, orange groves, and little traffic. It seems that all those things have changed. One thing is certain, however, and that is that moving traffic is good for the economy, good for the quality of life, and good for the environment. My experience with the toll roads has been very positive both for my business use and my personal use and I encourage you to pursue this extension.

Yours very truly,



William H. Cunningham, Jr.
1889 E. Lemon Heights Dr.
Santa Ana, CA 92705

Philip Glaser, D.D.S.

9 Merano Laguna Niguel, CA 92677 949-363-7385

July 28, 2004

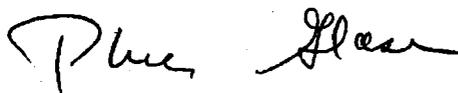
REC'D JUL 29 2004

Ms Macie Cleary-Milan
Deputy Director Environmental Planning
Irvine California

Hon Macie Cleary-Milan

After reviewing the website of the Donna O'Neill Land Conservancy I felt it necessary to write about the proposed toll road through the conservancy land. The area is incredibly beautiful and filled with magnificent animals, plants, trees and insects. It is a working eco-system which can only be degraded by the toll road. Please, for the present and future generations keep the promise made to the conservancy when it was established as a mitigation for Ladera Ranch.

Yours truly
Philip Glaser D.D.S.
9 Merano Laguna Niguel Ca 92677
GLASER818@aol.com



cc. Supervisor Bill Campbell

July 28, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 29 2004

I am deeply troubled that our own City Council would even consider such a destructive plan.

To destroy our homes, views, serenity and our property value shows a complete lack of understanding and respect as to why people live and invest in San Clemente.

There are several other viable options available (including doing nothing) and we expect our Council members to respect the voters and eliminate this appalling threat to the citizens that make San Clemente the great town that it is.

Sincerely

Reva Wright
 Reva Wright
 203 Calle Felicidad
 San Clemente, CA 92672
 949-366-9678

Paid for by the Marblehead Community Association

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT!

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name REVA WRIGHT Address 203 CALLE FELICIDAD

Signature *Reva Wright*

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 29 2004

Dear Ms. Cleary-Milan:

I am writing to express my outrage that alignments for the Foothill-South Toll Road have been planned through a wildlife reserve set aside in perpetuity for the people of Orange County. The agreement to protect *The Donna O'Neill Land Conservancy* in exchange for the development of 3,600 homes in the *Talega Planned Community* was made in good faith. *The Conservancy* is a promise to our children—a promise that THEY TOO will have the opportunity to enjoy the wild creatures we have been so lucky to know.

The Donna O'Neill Conservancy has more than 80 species of birds, greater than the number found in the 1100-square-mile Yosemite National Park. One year, for the *North American Butterfly Association* Annual Count, which takes place all over the United States and Canada, our small *Conservancy* had the record for greatest number of individuals in a single species of butterfly.

The Conservancy was established after many long negotiations between the county, the city of San Clemente, Rancho Mission Viejo, Talega, and local citizens. The legal documents establishing *The Conservancy* state:

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"The parties desire that the Easement Area's ecological elements, scientific and aesthetic features be preserved and maintained in PERPETUITY..."

A road through the *The Conservancy* is NOT consistent with conservation. *The Conservancy* is a promise—made by the County of Orange, made by the city of San Clemente, made by Rancho Mission Viejo, Talega, and all of the citizens who worked to preserve it. It is a promise to Donna O'Neill, to us, our children, and to the future. It is a promise that must not be broken

Sincerely yours,

Laurie S. Seymour

Laurie S. Seymour (name)

31481 La Calera Street (address)

San Juan Capistrano, CA 92675

1A

July 28, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 29 2004

Dear Ms. Cleary-Milan:

Below is the letter that I have downloaded from the Donna O'Neil Land Conservancy. They have articulated perfectly my feelings on the subject of the Toll Road that is planned to cut through the Conservancy Land. I have participated in the Conservancy's hikes and walks and find it hard to believe that ANYONE would consider putting any road through his wonderful land, much less a large toll road. When promises are broken, we lose all trust in our government's concern for our wellbeing. We do not need more houses and roads here!

"I am writing to express my outrage that alignments for the Foothill-South Toll Road have been planned through a wildlife reserve set aside in perpetuity for the people of Orange County. The agreement to protect *The Donna O'Neill Land Conservancy* in exchange for the development of 3,600 homes in the *Talega Planned Community* was made in good faith. *The Conservancy* is a promise to our children—a promise that THEY TOO will have the opportunity to enjoy the wild creatures we have been so lucky to know.

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Sincerely yours,

Hope D. Huebner (name)

24171 Vista D'onde (address)

Monarch Beach CA 92629

cc sent to Tom Wilson

July 27, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D JUL 28 2004

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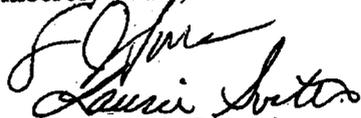
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Sincerely yours,



Sam and Laurie Svitenko
 24 Via Belleza
 San Clemente, CA 92673

1C

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D AUG 02 2004

June 29, 2004

Dear Ms. Cleary-Milan:

The Donna O'Neill Conservancy is a primary reason I chose to remain in Orange County when deciding where to raise my new baby. Knowing there is a place close by with so much beauty and so many educational opportunities is comforting when I think about what I want my daughter to experience during her childhood. I joyfully anticipate introducing her to nature in that small slice of Heaven.

As a biology teacher, I utilize many photographs of and information from *The Donna O'Neill Conservancy*. Few students in Anaheim have had opportunities to visit such wild areas. After hearing of my experiences at *The Donna O'Neill Conservancy*, many students visit and are amazed that creatures such as deer, bobcats and cougars are so near to them. This ignites a desire to delve more deeply into scientific endeavors.

I am writing to express my outrage that alignments for the Foothill-South Toll Road have been planned through a wildlife reserve set aside in perpetuity for the people of Orange County. The agreement to protect *The Donna O'Neill Land Conservancy* in exchange for the development of 3,600 homes in the *Talega Planned Community* was made in good faith. *The Conservancy* is a promise to our children—a promise that THEY TOO will have the opportunity to enjoy the wild creatures we have been so lucky to know.

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1D

Sincerely yours,


Kiandra Haaf

700 W. Walnut Ave. #33
Orange, CA 92868

RECD AUG 02 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D AUG 02 2004

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Sincerely yours,

Marcin D. Dupuis (name)
 24951 La Plata Dr. (address)
 Laguna Niguel, CA 92677

1E

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

REC'D AUG 03 2004

Subject: The TCA's Arrogance

Dear Ms. Cleary-Milan:

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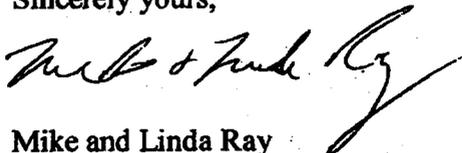
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Sincerely yours,



Mike and Linda Ray
 12 Via Belleza
 San Clemente, CA 92673

1F

R. wrong

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Diane E. Hennessy
Diane E. Hennessy
111 Avd. Buena Ventura
San Clemente, CA 92672

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Rick BAKER (name)
219 AVENIDA LOBBEIRO (address)
SAN CLEMENTE, CA 92672

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Rodney A. Smead

33671 Calle Marina

San Juan Capistrano, CA. 92675

1J

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely yours,

Meredith Diaz (name)
34122 Ruby Lantern #C (address)
Dana Point CA 92629

1K

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

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Sincerely yours,

Gigi Dryer (name)
216 Via Malaga (address)
San Clemente, CA 92673

1L

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Marylyn Rees

John Rees

Marylyn and John Rees
3014 Brillante
San Clemente, Ca. 92673

1M

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

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Sincerely yours,

Christine Smead
 33691 Calle Miramar
 San Juan Capistrano, CA
 92675

1N

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TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Wayne Collins
33691 Calle Miramar
San Juan Capistrano, Ca

92675

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CORRIDOR AGENCIES

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 125 Pacifica, Suite 100
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Sincerely yours,

Meg Jones (name)
165 Thalia St, Apt D (address)
Laguna Beach, CA 92651

1P

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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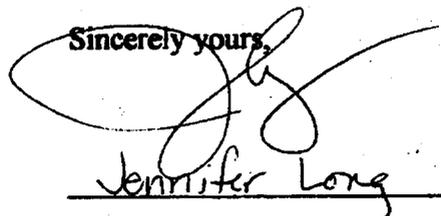
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Sincerely yours,



Jennifer Long

(name)

1099 Dyer Place

(address)

Laguna Beach, CA 92651

10

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Susan Wintfall (name)
51 Via Maesta (address)
Rancho Santa Margarita CA 92688

1R

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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Sincerely yours,

Sue Magdziaz
Sue Magdziaz (name)

3830 Ave. Del Presidente #26 (address)

San Clemente, CA 92672

15

July 29, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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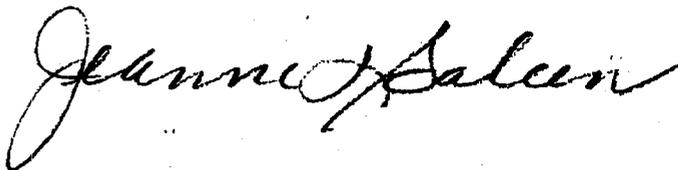
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Sincerely yours,

Margaret Lipp

July 29, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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Sincerely yours,

Claire SpL
 Claire Shepard

1V

July 29, 2004

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 Deputy Director - Environmental Planning
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 Irvine, CA 92618-3304

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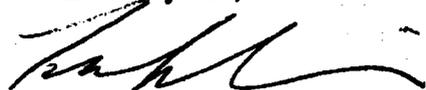
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Sincerely yours,



TERRI L. CARACCIA

1W

July 29, 2004

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 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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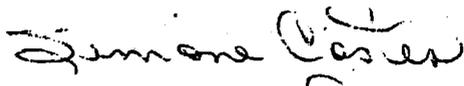
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 SIMONE COSTES

1X

July 29, 2004

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Sincerely yours,

Carroll W. Jackson

1Y

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Sincerely yours,

Laurenca D. Wallace

July 29, 2004

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Sincerely yours,

Ar. Berg

1AA

July 29, 2004

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 CORRIDOR AGENCIES

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I am writing to express my outrage that alignments for the Foothill-South Toll Road have been planned through a wildlife reserve set aside in perpetuity for the people of Orange County. The agreement to protect *The Donna O'Neill Land Conservancy* in exchange for the development of 3,600 homes in the *Talega Planned Community* was made in good faith. *The Conservancy* is a promise to our children—a promise that THEY TOO will have the opportunity to enjoy the wild creatures we have been so lucky to know.

The Donna O'Neill Conservancy has more than 80 species of birds, greater than the number found in the 1100-square-mile Yosemite National Park. One year, for the *North American Butterfly Association* Annual Count, which takes place all over the United States and Canada, our small *Conservancy* had the record for greatest number of individuals in a single species of butterfly.

The Conservancy was established after many long negotiations between the county, the city of San Clemente, Rancho Mission Viejo, Talega, and local citizens. The legal documents establishing *The Conservancy* state:

"The Area's natural elements, ecological, scientific and aesthetic values are of great importance to the people of the State of California and the people of the County of Orange, and are worthy of protection and preservation."

"The parties desire that the Easement Area's ecological elements, scientific and aesthetic features be preserved and maintained in PERPETUITY..."

A road through the *The Conservancy* is NOT consistent with conservation. *The Conservancy* is a promise—made by the County of Orange, made by the city of San Clemente, made by Rancho Mission Viejo, Talega, and all of the citizens who worked to preserve it. It is a promise to Donna O'Neill, to us, our children, and to the future. It is a promise that must not be broken

Sincerely yours,

Lucie de Saloborski

1BB

July 29, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

RECEIVED

AUG 06 2004

TRANSPORTATION
 CORRIDOR AGENCIES

Dear Ms. Cleary-Milan:

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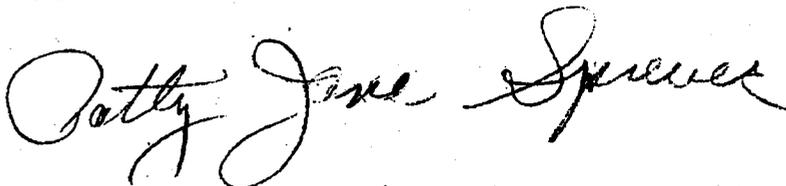
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Sincerely yours,



1CC

July 29, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

RECEIVED

AUG 06 2004

TRANSPORTATION
 CORRIDOR AGENCIES

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Sincerely yours,

John Z. Sokolowich

1DD

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director - Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

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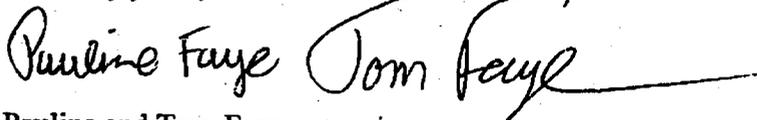
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Sincerely yours,



Pauline and Tom Faye
 3705 Calle Fino Clarete
 San Clemente, Ca. 92673

1EE

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

*We purchased this home
for our retirement. Why disrupt
over 600 families? There are many
retired folks here who want to
remain in their homes undisturbed!*

Respectfully submitted,

Name

Sandra Halamandair

Address

*2204 Calle Opalo
San Clemente, Ca*

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: Too many businesses and residential properties would be affected. The impact would be severe. The Camp Pendleton Corridor seems a better alternative.

Respectfully submitted,

Name James Sumrell
Address 2207 Av. Oliva
San Clemente, CA 92673

STRONGLY OPPOSED TO CORRIDOR C DOWN PICO AVE.

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

I am strongly in favor of the tollroad BUT I AM STRONGLY OPPOSED TO THE Central Corridor Alternative and the destruction of so many homes & businesses. I strongly believe we should protect our people and businesses. I care about the environment, but I don't think we should destroy peoples homes & businesses to
Respectfully submitted, preserve the gnatcatchers breeding ground

Name

Mary Lil West

Address

2018 Paseo Laro

San Clemente, CA 92673

there is
LOTS
more
open
space

> beyond the other tollroad proposals that would go to South San Clemente.

I went to the meeting at Tesoro High School. I felt like I was at a Sierra Club rally & felt they were trying to intimidate others vs just voice their opinions - many seemed to live in other areas than those directly affected personally. Think the homeowners who will be directly affected should have more say than those who do not live in the area directly affected by the toll roads

(over)

I was in the Panorama Fire in 1980 and had to flee from the flames. I think if we had a fire like that and people from San Clemente could only evacuate by I-5 or PCH, the results could be tragic. One accident can stop the freeway.

I strongly support the toll road, but not at the expense of peoples homes and businesses. And if there are a few that are displaced... I think more than 2-3 would be tragic... I think the homeowners & businesses should be compensated at current fair market value and nothing less plus cover all moving and relocation expenses so that the tollroad would not be a financial burden on any homeowner or business.

Mary Sue West

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: THIS ALTERNATIVE WILL
BE A VERY LARGE NEGATIVE IMPACT
ON MY HOME AND NEIGHBORLY.

Respectfully submitted,

Name

Don Messick

Address

2677 CALLE ONICE
SAN CLEMENTE, CA 92673

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: _____

Respectfully submitted,

Name EDWARD MCGRATH
Address 2141 CAMINO LAUREL MARBLEHEAD

REC'D JUL 29 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

Respectfully submitted,

Name

Dany McDaniel

Address

2221 VIA COVILAN
SAN CLEMENTE CA 92673

1

REC'D JUL 29 2004

To: Transportation Corridor Agencies
 Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: A central Corridor
would ruin a vital part of
San Clemente & ruin the charming
appeal of the city! It would be a tragedy!
Baseline option would be financially
more sound & much more ethical.

Respectfully submitted,

Name

Address

Richard
Jane Varriano
2309 Via Zafiro
San Clemente, CA

92673

REC'D AUG 02 2004

Emergency Response from San Clemente Resident

I am opposed in the strongest possible terms to the proposed
Bell Road Alignments of the Central Corridor (CC), Central
Corridor Anadita La Plata Christiana (CC - ALPV)
Alignment 7 / Anadita La Plata Christiana (AR/ALPV).
These proposed alignments will have or create:
a significant negative impact on my lifestyle, decline
property value, relocation of thousands of my neighbors,
relocation or loss of hundreds of local businesses, severed
allies, & put San Clemente High School in jeopardy.

Anne Hampton
2207 Calle Opala
San Clemente, Ca 92673

Anne Hampton

P155

USA
Mr. Andrew W. Hanley
PO Box 366
San Clemente, CA 92674-0366

REC'D AUG 02 2004

7/24/2004

Dear Ms. Marie Cleary-Milan:

I visited San Clemente for the 1st time in 1944 - 60 years ago. I bought a house in the village in 1952 - 52 years ago.

The most wonderful thing that I have seen happen around San Clemente are the Toll Roads.

I have used them to visit Corona del Mar where I have a nephew; I have

P156

✓ down to San Clemente.

If we have an accident at San Onofre right now there is no way the present only road can move the people out of danger;

If the Toll Road 241 is in place the people would be moved easily and safely.

We need 241 to be completed to San Clemente as quickly as possible.

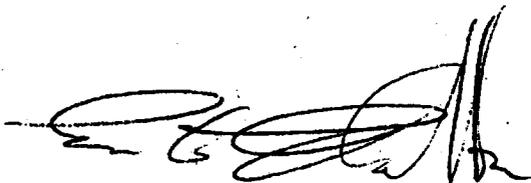
July 12, 2004

Transportation Corridor Agencies
Attn: Draft EIS Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 02 2004

Gentlemen and Ladies:

Like many other drivers, I am forced to drive the 5 Freeway thru San Clemente. The section from El Camino Real to the Rte 1 Beach Cities offramp seems too be forever and permanently congested. Please include me as a supporter of the Foothill South extension, connecting to Interstate 5, preferably the southern route thru the San Onofre State Park.



8 SEAFARF
LAGUNA NIEVEL, CA 92677

July 29, 2004

Rena A. Schmiedeke
11 Segovia
San Clemente CA.
92672

Transportation Corridor Agencies
Draft EIS/SEIR Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 02 2004

Dear Sirs:

This letter is in response to the idea of putting highway 241 through our San Clemente neighborhood. It will go through homes, schools, and views and affect the quality of life in this beautiful area. I live in the area and purchased our home here because of the beauty and quiet. I cannot believe that this area was chosen as an option when there are wide open spaces in the Pendleton area.

Please do not ruin this area with your plan for the 241 highway.

Sincerely,

Rena A. Schmiedeke





Kurt Kline, QSSP
8277 East Kingsdale Lane
Anaheim Hills, CA 92807
U.S.A.
T 714.777.2015
F 714.777.2016
Email: kkline@kappler.com

REC'D AUG 02 2004

Ms. Macie Cléary-Milañ
Transportation Corridor Agencies
125 Pacifica
Irvine, CA 92618-3304

July 26, 2004

Dear Ms. Cleary-Milan:

As a frequent tollway driver, I just wanted to offer some comments on the proposed extension of the 241 Tollway.

Admittedly, I am not very knowledgeable about the environmental impact report, but I think that the Central Corridor option is the most beneficial to the drivers on the 241.

It will make south Orange County and the San Diego area much more accessible, and relieve congestion along the 5 and 55 freeways, not to mention Oso Parkway, and the local streets in San Clemente, San Juan Capistrano, and Mission Viejo.

Sincerely,

Kurtis Stephen Kline

P.O. Box 490
Guntersville, AL 35976
U.S.A.
T 256.505.4005
800.600.4019
F 256.505.4169
www.kappler.com

July 29, 2004

REC'D AUG 02 2004

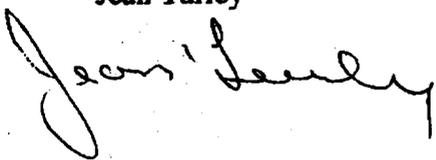
Jean Turley
25611 Quail Run, Apt. 47
Dana Point, CA 92629

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

I am opposed to the "Central Corridor" and I am against all Avenida Pico alternatives proposed by the Transportation Corridor Agencies, (TCA).

This alternative will cause even more traffic congestion to an already over-used small town. I have lived in this area since 1971, (33years). This alternative will cut this beautiful little community right in the middle and not do anything positive for the town or it's residents. The 241-toll road expansion needs to be built where it will not interfere with the already overbuilt community.

Jean Turley



Bernie and Marlene Blakely
 920 Camino Ibiza
 San Clemente, CA 92672

July 31, 2004

Ms. Macie Cleary-Milan
 Transportation Corridor Agencies
 125 Pacifica, Suite 100
 Irvine, CA 92618-3308

REC'D AUG 02 2004

Dear Ms. Cleary-Milan:

We urge you to recommend against any toll road alignment options that include Avenida Pico.

Central Corridor
 Central Corridor - La Pata Variant
 A-7 Corridor - La Pata Variant
 Arterial Improvements only - La Pata/Pico

The reasons for this are that, to varying degrees, each of these options would create the following socio-economic costs to our community.

1. Divide San Clemente into islands, segmenting elements of the city from one another. The last great small town in Orange County would be lost.
2. Make an already difficult local street network worse.
3. Suffer the loss of an estimated 750+ existing homes.
4. Introduce noise, light and chemical pollution into the heart of existing and highly desirable residential developments.
5. Engineers preliminary cost estimate well in excess of \$1 billion in current dollars does not include land acquisition (condemnation) costs, which would exceed \$1 billion alone.
6. Homes, businesses and jobs would be lost, significantly reducing the local tax revenues.
7. Construction would dramatically disrupt the local area for 2 to 3 years.
8. **The peace and quality of life we came to San Clemente for would be lost forever.**

We are San Clemente residents and property owners. We urge you not to be influenced in your recommendations by the exhortations of noisy out-of-towners.

Thank you for your consideration,

Marlene Blakely
Bernie Blakely
 (Your signatures)

1A

Marty and Andrea Kristo
902 Camino Ibiza
San Clemente, CA 92672

REC'D AUG 03 2004

July 31, 2004

Ms. Macie Cleary-Milan
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3308

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Central Corridor
Central Corridor - La Pata Variant
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Thank you for your consideration,

(Your signatures)

Andrea Kristo
Marty Kristo

1B

To Whom It May Concern,
I have lived my whole life west of I 5, mostly in San Clemente. My wife and I own a home and business here. We fish and surf Trestle's and San Onofre and hike occasionally on the O'Neill Land Conservancy.

I must say with all honesty that the whole toll road concept leaves a bad taste in my mouth. Here in the west, toll roads are generally not successful and this has proven true here in OC.

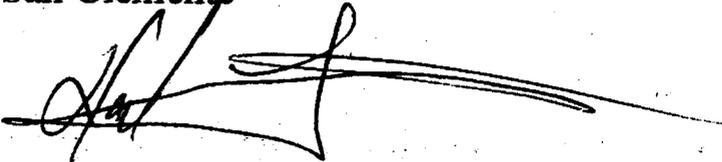
The existing South County toll roads have not done the business that they claimed they would get; but they have been a tremendous burden on the environment and taxpayer.

The Foothill South should not be built at all. The benefits are only for the developers and expansionists. Any right thinking person can figure out that if you build a road where there was none before there will be increased traffic, not less.

Building this road will decimate one of the world's premier surfing areas and smother more of the increasingly rare Chaparral with pavement while at the same time robbing thousands of God's creatures of their natural habitat. I can't even begin to think what will happen to San Clemente if the road is built but I can say for sure it won't be good.

The non-competition agreement with Cal-Trans proves to me that this is some kind of boondoggle meant to line the pockets of those who would profit from the building rather than relieving any perceived traffic problems.

Sincerely,
Hal Forsen
San Clemente



REC'D AUG 02 2004

July 29, 2004

REC'D AUG 02 2004

Ed McNeill
201 Calle Del Juego
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

I am opposed to the "Central Corridor" and I am against all Avenida Pico alternatives proposed by the Transportation Corridor Agencies, (TCA).

This alternative will cause even more traffic congestion to an already over-used small town. I have lived in the Broadmoor housing development of San Clemente for the last 19 years. This alternative will destroy my view of the ocean and the hillside. It will reduce my property value and seriously interfere with our quality of life.

1A

Ed McNeill



July 29, 2004

REC'D AUG 02 2004

Anna McNeill
201 Calle Del Juego
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

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This alternative will cause even more traffic congestion to an already over-used small town. I have lived in the Broadmoor housing development of San Clemente for the last 15 years. This alternative will destroy my view of the ocean and the hillside. It will reduce my property value and seriously interfere with our quality of life.

1B

Anna McNeill

Anna McNeill

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304

REC'D AUG 02 2004

26 July 2004

33281 Acapulco Drive,
Dana Point, Ca 92629
Reference: SOCTIP Draft EIS/SEIR

My name is Bill Holmes and I have lived in Dana Point for 25 years. I am a member of the Sierra Club but am writing today on my own behalf as a concerned citizen.

The stated purpose of the SOCTIP study is to identify the best means of reducing congestion on the freeway and arterial systems in South Orange County over the next 20 years. However the Draft EIS fails to meet this criterion in at least three areas:

- 1) It totally ignores the non-competition agreement signed between Caltrans and the TCA for the Foothill South tollroad.
- 2) It does not analyze the highway conditions existing or planned immediately south of the planned intersection of the tollroad with the I-5 in San Diego County.
- 3) It totally disregards the impact of the expanding truck traffic along the I-5 that has shown a marked preference for the utilization of the Interstates and to avoid tollroads.

1) The alternatives in the study include I-5 and arterial widening options as well as building a tollroad. The results of the Austin-Foust traffic study used in the Draft EIS show that by 2025 neither the Pico alignment nor the San Onofre State Park tollroad alignment could be expected to relieve more than 60% of the extra traffic volume on the I-5 through San Clemente. It would still be necessary to widen the I-5 by 1-2 lanes in each direction to accommodate the other 40% of the traffic increase. For its analysis, the Austin Foust study assumes that this expansion would occur.

However nowhere in the report is there any mention, yet alone analysis, of the impact of the non-competition agreement signed between Caltrans and the TCA for the Foothill South tollroad. This agreement precludes the expansion of the I-5 and all other roads in the area for the next 20 years unless the road improvement is already planned. This means that for the next 20 years the only improvement that can be made to the I-5 is the addition of one HOV lane in each direction from Pico south to El Camino Real. If the tollroad is built no matter what the congestion Caltrans will not be able to expand the I-5 except under the payment of extreme penalties.

This is the same problem the county just went through with the SR-91 Riverside Freeway from the I-55 to the Riverside County line. Only 10 years after the Riverside Tollroad was built Caltrans wanted to expand the freeway to relieve congestion. The tollroad operators threatened to take Caltrans to court to sue if they did. Caltrans was not willing to pay the penalties and backed down. In order to for the freeway to be expanded the tollroad operators had to be bought out. We will undoubtedly be facing a similar situation on the I-5 if the Foothill South tollroad is built.

The TCA maintains that the tollroad cannot be funded without a non-competition agreement that prohibits I-5 expansion. Yet if the tollroad is built and the I-5 cannot be expanded then the expressed purpose of the SOCTIP, to relieve traffic congestion on the I-5, cannot be realized. In fact the tollroad becomes the problem not the solution.

In addition the existing non-competition agreement between Caltrans and the TCA for the San Joaquin tollroad is also ignored in the analysis and costing estimates of the widening of the I-5 option. This analysis includes the widening of the I-5 south from the I-405 junction at the El Toro Y to the junction of the I-5 and San Joaquin tollroad even though this is effectively precluded by the non-competition agreement. This is an area of the I-5 that has already been widened in the last 5 to 10 years. A far more realistic analysis would start where this previous widening left off and therefore not be affected by any non-competition agreement if the Foothill South tollroad is not built.

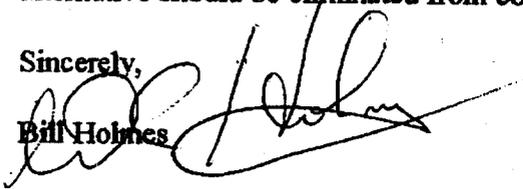
2) The area under consideration for the building if the tollroad is immediately north of the San Diego County line and all traffic analysis has stopped at this political boundary. For the next 15 miles south of the county line the I-5 crosses USMC Camp Pendleton with only two local exits to the base. The intersection of the I-5 and the proposed Foothill South tollroad would cause a serious bottleneck if the 8-lane highway to the south were not widened in conjunction with building of a tollroad. This cannot be ignored especially in light of the stated position of the Marine Corp to not give up any land on it base.

3) Standard truck/passenger car mix figures were used in the traffic analysis. However Interstate 5 is a major truck route and the experience to date is that the trucks will continue to use the I-5 and avoid the tollroad. This will skew the truck percentage using I-5 relative to passenger cars and this should be taken into account when analyzing traffic usage.

I am therefore asking that before an alternative is selected and before the final EIS/EIR is issued the impact of truck traffic, USMC Camp Pendleton and the non-competition agreement between TCA and Caltrans on future traffic congestion be thoroughly analyzed. If the tollroad cannot be built without this agreement then the tollroad alternative should be eliminated from consideration.

Sincerely,

Bill Holmes



July 23, 2004

REC'D AUG 02 2004

Transportation Corridor Agencies
Attn.: Ms. Macie Cleary-Milan
125 Pacifica
Irvine, CA 92618-3304

RE: EIS/SEIR

Dear Macie:

I am writing concerning the extension of the 241 Toll Road. I have read about the six alternatives to extend the existing 241 Toll Road. Based on the different options, such as, extending the existing Toll Road, improving the existing highways and freeways, or taking no action at all, I believe the expansion of the Toll Road is the best alternative.

I live in Carlsbad and drive to Trabuco Canyon via I-5 during the week. On most days this drive can take from 1 1/2 – 2 hours. Just getting from I-5 to Trabuco Canyon it is a 15 minute drive. By extending the Toll Road I assume my drive time will be reduced by at least 30 minutes.

The Toll Road has become an invaluable asset to me. The Toll Road (and an expansion of the Toll Road) will not only benefit me personally, but it will greatly reduce congestion on other major highways and help in reducing the pollution caused by stop and go traffic.

My family and I have used the Toll Road routinely for years. I hope that my letter will help build a case for the expansion.

Sincerely,



Bruce Dummit
Carlsbad, CA

1A

July 23, 2004

Transportation Corridor Agencies
Attn.: Ms. Macie Cleary-Milan
125 Pacifica
Irvine, CA 92618-3304

REC'D AUG 02 2004

RE: EIS/SEIR

Dear Macie:

I am writing concerning the extension of the 241 Toll Road. I have read about the six alternatives to extend the existing 241 Toll Road. Based on the different options, such as, extending the existing Toll Road, improving the existing highways and freeways, or taking no action at all, I believe the expansion of the Toll Road is the best alternative.

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The Toll Road has become an invaluable asset to me. The Toll Road (and an expansion of the Toll Road) will not only benefit me personally, but it will greatly reduce congestion on other major highways and help in reducing the pollution caused by stop and go traffic.

My family and I have used the Toll Road routinely for years. I hope that my letter will help build a case for the expansion.

Sincerely,



Carolsue Dummit
Carlsbad, CA

1B

I am against all Pico alternatives, the town of San Clemente can not handle that much congestion. Our beaches are all ready packed to the maximum, our traffic Is all ready bad enough. I fill that Ortega has never been a problem or the 78 in Oceanside or 76. Why do they have to rush everyone out on the coast. I think toll roads if you have to have them should be at least 15 miles from the coast. Lets save the coast the best way we can. Keep San Clemente a nice small town, that is why people want to live here.

Duane, Angie, and Cole Carter
3 Puerto Royal
San Clemente CA 92672

REC'D AUG 02 2004

Your Business Letterhead here

Today's Date

RECD AUG 02 2004

Ms. Macie Cleary-Milan
Deputy Director- Environmental Planning
Transportation Corridor Agencies
125 Pacifica, Ste 100
Irvine, CA 92618-3304

RE: Foothill South Extension – No to all Ave. Pico Alternatives

Dear Ms. Cleary-Milan

I am the owner of (name your business) located at 806 Avenida Pico in the Gateway Village Shopping Center located across the street from the San Clements high school at Ave. Pico and Ave. Presidio. We have invested our life savings in our business to create a pleasant shopping experience for the community of San Clemente. As this business is our primary source of income, we are understandably very interested in the current review process relating to the various Foothill-South extension routes under consideration.

The Avenida Pico alternative would devastate the quality of life in the community of San Clemente and in particular those that live and work in the immediate area surrounding Ave. Pico. In particular, the Central Corridor alternative would be a disaster for our business. In addition to the CC alternative cutting the community and our customer trade area in half, it will adversely affect the shopping center in which we are located and the economics of our business to the point that we would not survive. We can not stand by and allow this to happen.

The TCA and governing authorities must select an alternative that does not involve Avenida Pico and especially not the CC alternative. We are shocked that this alternative is even being considered. We believe that one of the alternative Far East alignments is more appropriate. I and the majority of the other business owners in this area are prepared to organize and challenge any attempt to utilize the CC Pico alternative.

I am available at (949) 369-6332 to answer any questions you may have.

Thank you.

Sincerely, ~~MAHMOUD~~ MOHAMMAD I-BHATTI
m i Bhatti owner

CC: Susan Ritschel , Mayor of San Clemente.

1A

SC COFFEE & DONUTS
806 AVENIDA PICO, #G
SAN CLEMENTE, CA 92672

Your Business Letterhead here

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Today's Date

7/29/04

Ms. Macie Cleary-Milan
 Deputy Director- Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica, Ste 100
 Irvine, CA 92618-3304

RE: Foothill South Extension – No to all Ave. Pico Alternatives

Dear Ms. Cleary-Milan

S.C. Donut
 I am the owner of (name your business) located at 806 Avenida Pico in the Gateway Village Shopping Center located across the street from the San Clements high school at Ave. Pico and Ave. Presidio. We have invested our life savings in our business to create a pleasant shopping experience for the community of San Clemente. As this business is our primary source of income, we are understandably very interested in the current review process relating to the various Foothill-South extension routes under consideration.

The Avenida Pico alternative would devastate the quality of life in the community of San Clemente and in particular those that live and work in the immediate area surrounding Ave. Pico. In particular, the Central Corridor alternative would be a disaster for our business. In addition to the CC alternative cutting the community and our customer trade area in half, it will adversely affect the shopping center in which we are located and the economics of our business to the point that we would not survive. We can not stand by and allow this to happen.

The TCA and governing authorities must select an alternative that does not involve Avenida Pico and especially not the CC alternative. We are shocked that this alternative is even being considered. We believe that one of the alternative Far East alignments is more appropriate. I and the majority of the other business owners in this area are prepared to organize and challenge any attempt to utilize the CC Pico alternative.

I am available at (949) 498-7837 to answer any questions you may have.

Thank you.

Sincerely,

Susan Ritschel

CC: Susan Ritschel , Mayor of San Clemente.

1B

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine Ca. 92618-3304

REC'D AUG 02 2004

Dear Ms. Cleary-Milan:

We are writing to you to express our position on the Toll Road extension using any of the Pico alternatives. We purchased our home in San Clemente in 1994 based on several considerations. We were drawn to San Clemente by the ambiance of the community and proximity to our family. Because of our age and physical requirements we chose a single story home in Broadmoor which is a nice neighborhood. At that time we were informed of the proposed toll road extension to run on the eastern side of the community. We would be severely affected by any of the Pico extensions.

Any of the Pico extensions would be damaging to houses in our location because of the increased noise, dirt, air pollution, and higher traffic, especially during the multiyear construction process.

Our home is the major portion of our assets and any diminution in its value would severely impact our financial situation. Any Pico extension would severely depress our home's value by 20% to 40%. Further, if we are forced to sell, we would effectively be driven out of any opportunity to relocate in a similar house in a nice neighborhood by the lower price we would receive, the steeply appreciated prices of real estate, and the high impact of increased property taxes of a new property.

We hope that you will take these circumstances to heart in your deliberations.

Sincerely,

William M. Neel
Mr. and Mrs. William M. Neel
315 Calle Fiesta
San Clemente, Ca. 92672

International Textiles and Supplies

DOUG TROVATO, PRESIDENT
31112 VIA LIMON
SAN JUAN CAPISTRANO, CA 92675

TELEPHONE: 949-488-2824
FAX: 949-488-2601

MEMOATTN OF: MACIE CLEARY MILANDATE: 7/25/04TO FIRM: ENVIRON PLANNINGFROM: DOUG TROVATO

REC'D AUG 02 2004

RE: SEIR PROJECT ALTERNATIVES

Quickly - our firm depends on 241 AND
NEEDS THE EXTENSION COMPLETED ASAP. WE LIKE
THE PURPLE FAR EAST CORRIDOR APPROACH AS IT
MAKES THE MOST SENSE BY PASSING AS MUCH OF Fwy 5
AS POSSIBLE TO LIGHTEN THE MOST TRAFFIC.

TO HECK WITH THE ENVIRONMENTALISTS HOLDING UP THE
PROCESS & COSTING US ALL A FORTUNE. JUST GET
THE JOB DONE!

THANKS A MILLION -

Doug Trovato

James B. Proett
120 Ave Cota
San Clemente, CA 92672
July 29, 2004

REC'D AUG 02 2004

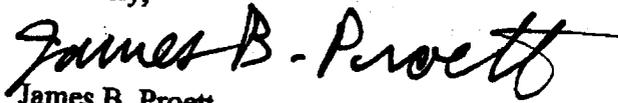
Marcie Cleary-Milan, TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308.

Re: Against the Central Alignment.

Dear Ms. Cleary-Milan,

This is to officially voice my view on the proposed alignment of the Foothill Toll Road South. I am definitely **not** in favor of the Central Alignment that would intersect the I-5 at the Ave Pico Interchange.

Sincerely,



James B. Proett
Owner, 120 Ave Cota, San Clemente, CA 92672

REC'D AUG 02 2004

July 29, 2004

Transportation Corridor Agencies
Draft EIS/SEIR Comments
125 Pacifica, Suite 100
Irvine, CA 926618-3304

To Whom It May Concern:

It has recently come to our attention that the toll road 241 is considering the option of going thru Avenida Pico in San Clemente. We have been informed that this would take out hundreds of homes, 113 business and two schools.

This makes one wonder the logic of all of this destruction. San Clemente is a wonderful place to live. Even though it has grown considerably in the past few years, it still has the small town feel about it. One of the many draws of this community. Having the 241 toll road go down Avenida Pico would destroy this atmosphere in a heart beat. This of course being just one of the many objections. Our property value would diminish considerably. That is not a reason we bought in San Clemente. Granted we don't want greed to be an issue, however, this is another consideration as to why the community would not like this toll road going down Avenida Pico. Do you really want to displace all of the homes, families, businesses? It might be expedient for the toll road company, but it would be at considerable loss if houses get destroyed. The cost of moving and finding a new home is considerable. Families that have been in their homes for awhile would be forced to buy homes at an inflated value. We could not afford the prices of today. I'm sure there are many households that would face the same problem. Is it humane to cause such financial loss? I think not.

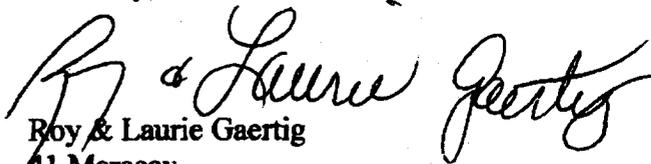
-2-

It has been brought to our attention that this road could be built closer to Pendleton, which we understand the Marines welcome the separation and establish a border of urban sprawl... Gee, this is a no brainer. I'm sorry for the Sierra Club, but that never seems to get in the way when developers want to build, so build where the destruction won't be felt by so many families and businesses.

Who is endangered here, some Snail darter that will survive despite the toll road? Or hundreds of families and businesses? Why are birds that can survive this change more important than the destruction of so many family's homes? My heart really can't go out for the Surfrider Foundation either. The toll road will not affect the surfers; we do not drive amphibious vehicles or are we building a toll road on pontoons? One would think that the displacement of families, business and schools would be more important.

Let's get real, if this toll road must be put in, have it built where it won't directly affect the family life of so many and destroy a community.

Sincerely,



Roy & Laurie Gaertig
41 Maracay
San Clemente, CA 92672

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

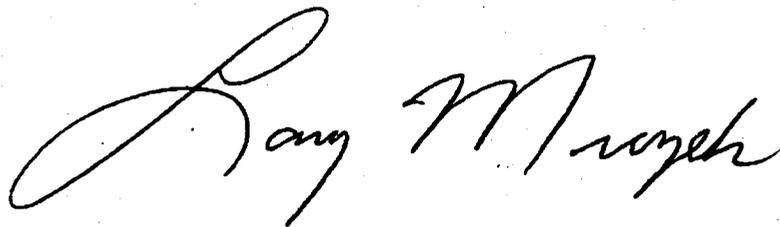
(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: will cause
Increased traffic,
declining property values,
negative impact on lifestyle,
put San Clemente High School
in jeopardy, & loss of many
businesses

Respectfully submitted,

Name LARRY MROZEK
Address 2144 VIA AGUILA
SAN CLEMENTE, CA 92673



REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: will cause
Declining Property Values,
Negative Impact on Lifestyle,
Increased Traffic, Relocation
OR loss of Businesses, & Relocation
of many neighbors

Respectfully submitted,

Name Laura Mrozek

Address 2144 Via Aguilera
San Clemente, CA 92673

Laura Mrozek

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

will cause
Additional Comments: negative impact on
life style, loss of many businesses,
declining property values, put
San Clemente High in jeopardy,
increased traffic

Respectfully submitted,

Name KRISTIN MROZEK

Address 2144 VIA AGENILA
SAN CLEMENTE, CA 92673



REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

With the already approved San Clemente Plaza located off Vista Hermosa off-ramp and the Tulaga Development behind San Clemente will create far more traffic to the 5 freeway than it can possibly absorb. Now you want to add the Old toll road connecting to the 5 freeway, within 1 mile of the San Clemente Plaza (which is already approved per the 2001 RPT). I'm parking, but I also know as the Miller Center suggest disaster on history. Go through unusual Camp Pendleton! If you allow the toll road to empty on Pico, the entire city council & mayor will be voted out of office. I, S.A.P. in his own response already, are late. I was at the city council meeting and it just wasn't important to the city attorney. He is no help to you. But a new attorney who is interested in helping the city. He seems to say with a bad attitude.

Respectfully submitted,

Name

Address

*Judith Massey
663 Via Faison
San Clemente Ca. 92673*

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: THE CENTRAL CORRIDOR AS DESCRIBED
WOULD CATER TO A FEW BUSINESSES AND CONTRACTORS
AT THE EXPENSE OF HOMEOWNERS WHO CHOSE
TO RETIRE IN THIS COMMUNITY FOR THE DELIGHTS
WHICH ONLY SAN CLEMENTE OFFERS. DON'T SPOIL
IT!!!

Respectfully submitted,

Name SHANEY R. SMITH
Address 211 VIA GAVILAN
SAN CLEMENTE, CA
92673-5641

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: _____

THEIR MUST BE AN ALTERNATIVE TO AVOID
WELL-ESTABLISHED COMMUNITY LIKE MARBLEHEAD.
WE ARE SERIOUSLY CONCERNED ABOUT THE
DISTRACTIONS CAUSED BY YOUR CENTRAL CORRIDOR
ALTERNATIVE. I-5 WIDENING OR FAR EAST CORRIDOR
IS RECOMMENDED

Respectfully submitted,

Name

Kenny W. Wim

Address

703 CORTE TOPAIO
SAN CLEMENTE, CA 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

1

Additional Comments: _____

Respectfully submitted,

Name James Langley
Address 161 VIA FAISAN
SAN CLEMENTE, CA. 92673

RECD AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

The best and only route that should be considered is the San East route. The county cannot afford and does not have the funds to buy up expensive homes and businesses to route the toll road thru Central San Clemente.

Respectfully submitted,

Name

Address

*Samuel W. Kesteven, Sr.
2207 Avenida Platana
San Clemente, Calif. 92673*

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: _____

Respectfully submitted,

Name

Carla Bryaw

Address

731 Avenida Azor

San Clemente CA

92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
 Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

My home is presently
worth nearly a million dollars - I have
worked very hard as a nurse all my life!
The noise is so bad now in early morning
and even at 2 AM - what would it be
like then? I hardly can sleep in my
bedroom which faces Vista Hermosa!

Respectfully submitted,

Name

Ruth E. Sullivan

Address

2179 Via Aquila
San Clemente, Ca 92673

RECD AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: SAN CLEMENTE IS ALREADY
CUT IN HALF BY I-5, WE HAVE ALREADY
ALL THE TRAFFIC NOISE WE CAN STAND
FORGET THE CENTRAL CORRIDOR LETS NOT
CUT OUR TOWN INTO QUARTERS.

Respectfully submitted,

Name Michael J Day
Address 609 Via Colondriwa
SAN CLEMENTE 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

THE TRAFFIC CREATED
BY TALEGA AND ADJACENT DEVELOPMENTS
WILL BE AND ENOUGH WITH ALL THE
VACANT LAND TO THE SOUTH, WHY IN
COMMON SENSE WOULD ANYONE EVEN
CONSIDER BRINGING A FREEWAY INTO A
EXISTING RESIDENTIAL AREA?

Respectfully submitted,

Name

JAMES A. WILSON

Address

707 AVENIDA AZOR
SAN CLEMENTE 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
 Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: I believe that the 241 tollway
~~or~~ should be completed on the I-5
widened ~~due~~ to alleviate the traffic
congestion thru San Clemente, BUT the central
corridor alignments would cause so much
damage to my neighborhood that I am opposed
to them.

Respectfully submitted,

Name


 David Brancher

Address

2122 Via Tecq
 San Clemente, CA.

92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: IT WOULD BE A DISASTRY

FOR SAN CLEMENTE.

Respectfully submitted,

Name CHARLES & SHARON PARSONS

Address 2436 CALLE AQUAMARINA

SAN CLEMENTE, CA - 92673

1

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

Let's not divide our city & misplace people & businesses for the sake of some unknown animals. People need environmental protection too!!

Respectfully submitted,

Name

M. Browne

Address

2201 Avenida Oliva

San Clemente, Ca 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

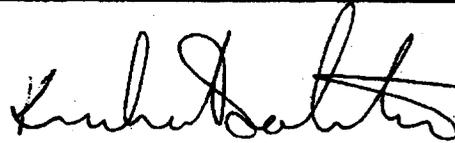
(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: It is mind boggling that
you would even consider the Central
Corridor Alternative! Don't ruin our homes,
our businesses and our city!

Respectfully submitted,

Name


Kendra Dochterman

Address

2402 C. Aquamarina
SC 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: VISTA HERMOSA AND PICO TRAFFIC ALREADY CREATE EXCESSIVE NOISE, AIR POLLUTION AND SAFETY CONCERNS FOR OUR NEIGHBORHOOD IN THE MARBLEHEAD AREA OF SAN CLEMENTE. IT IS THROUGH SAN CLEMENTE IS DANGEROUS WITH ITS HILLS, CURVES AND MANY EXIT POINTS. THE SITUATION WILL ONLY GET WORSE WHEN THE COASTAL MARBLEHEAD SHOPS, RESTAURANTS AND THEATERS OPEN IN A COUPLE OF YEARS. BOTH VISTA HERMOSA AND PICO HAVE SCHOOLS CREATING ADDITIONAL HAZARDS ESPECIALLY WHEN THE HIGH SCHOOL DRIVERS HIT THE ROAD.
WE FEEL THE FAR EAST ALIGNMENTS WOULD BEST AVOID THESE ISSUES AND PREVENT FURTHER DEGRADATION OF OUR WAY OF LIFE.

THANK YOU.

Respectfully submitted,

Donald R. Boyer Nancy A. Boyer

Name

DONALD R. BOYER NANCY A. BOYER

Address

2249 CALLE OPALO

SAN CLEMENTE, CA 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: I believe the toll road should meet with the 5 Hwy "past" Baseline Rd. Citizens of San Clemente do not want the crowds that the toll road will bring.

Respectfully submitted,

Name

Tawni Bulas

Address

2424 Via Merco
San Clemente
CA 92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
 Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

I WOULD SUGGEST PULLING FAST
TRACK USERS + REVIEWING TRAFFIC PATTERNS. I SEE
ALL DAY
THE 5 EVERY DAY & THE TRAFFIC IS NOT SUFFICIENT FOR
ANYONE TO WANT TO PAY TOLL FEES (AND I USE THE
TOLL ROADS EXTENSIVELY) RIVERSIDE/SR 67 SANDIEGO, USE THE 15.
~~VERY~~ MUCH OF LOWER INCOME TRAFFIC FROM LA & MEXICO WILL NOT ^{MEXICO} PAY THE TOLL
 (MANY OF MY FRIENDS TELL ME) ... A BAD BET FOR TOLLS. ~~\$~~

Respectfully submitted,

Name

J.D. MOORE

Address

SAN CLEMENTE CA

~~J.D. Moore~~ JERRY.MOORE10@cox.net

P.S. (Toll Roads (existing ones) work great... Thanks!

RECD AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: I believe that the proposal will
effect our community with regard to the following areas:
air pollution, decline in property values, noise,
more vehicle congestion, economic impact, tourism
decline, community division!

Respectfully submitted,

Name

Paul L Hemple (best)

Address

2213 Via Avellan
San Clemente, CA 92592

7-27-04

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: With all the new
development + traffic already on
Pico - I think the Toll road needs
to end @ the very south end of
San Clemente.

Respectfully submitted,

Name REBECCA CARESD

Address 2201 CALLE CIDRA

SAN CLEMENTE CA

92673

REC'D AUG 02 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

~~Propose the Central Corridor~~ alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project. 1

Additional Comments: _____

Respectfully submitted,

Name Karen A. Dahlman
Address 2707 Corte Artistista
San Clemente, CA 92673

REC'D JUL 30 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

1

Additional Comments: _____

Respectfully submitted,

Name Roy E. Rute Allen Rute
Address 2023 Via Aguilera
San Clemente, Calif. 92673

July 30, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 08 2004

Dear Ms. Cleary-Milan:

My name is Joyce E. Mortimer. I live at 1118 Calle Venezia in San Clemente, California. **I oppose all Pico alternatives (Central Corridor and the two La Pata options, especially the Central Corridor for the 241 Toll Road expansion.**

My husband and I chose to retire in the Bella Vista subdivision in Rancho San Clemente because it is a quiet residential area with a high quality of life. We chose to live here in 2000 and planned to live out our lives here. Our home is the major part of our retirement nest egg. The expansion of Foothill-South freeway 241 through the Central Corridor on Pico would **significantly reduce the value of our home and lifestyle.** Traffic on Pico is already bad and Talega and Marblehead are not completely built yet. The 5 Freeway cannot handle more cars around the Pico entrance and exits. Businesses, such as Michaels (where I am a part-time employee), would be adversely affected.

Please listen to the voice of a concerned homeowner and not just the voice of the Sierra Club and other environmental groups. I live here. Pico is part of my habitat. I don't want my surroundings to be adversely affected by this expansion. **I am against any alignment options that include Avenida Pico for the 241 Toll Road expansion.**

Sincerely,



Joyce E. Mortimer
1118 Calle Venezia
San Clemente, CA 92672
949-492-7587

1A

July 30, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 03 2004

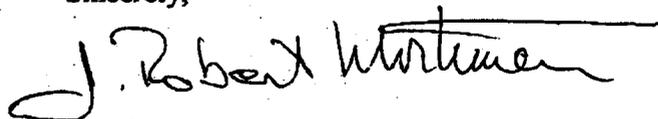
Dear Ms. Cleary-Milan:

My name is J. Robert Mortimer. I live at 1118 Calle Venezia in San Clemente, California. **I oppose all Pico alternatives (Central Corridor and the two La Pata options, especially the Central Corridor for the 241 Toll Road expansion.**

My wife and I chose to retire in the Bella Vista subdivision in Rancho San Clemente because it is a quiet residential area with a high quality of life. We chose to live here in 2000 and planned to live out our lives here. Our home is the major part of our retirement nest egg. The expansion of Foothill-South freeway 241 through the Central Corridor on Pico would **significantly reduce the value of our home and lifestyle.** Traffic on Pico is already bad and Talega and Marblehead are not completely built yet. The 5 Freeway cannot handle more cars around the Pico entrance and exits. Local businesses would be adversely affected.

Please listen to the voice of a concerned homeowner and not just the voice of the Sierra Club and other environmental groups. I live here. Pico is part of my habitat. I don't want my surroundings to be adversely affected by this expansion. **I am against any alignment options that include Avenida Pico for the 241 Toll Road expansion.**

Sincerely,



J. Robert Mortimer
1118 Calle Venezia
San Clemente, CA 92672
949-492-7587

1B

Adam & JoAnn Gerard

57 Via Marbrisa
San Clemente, California 92673

August 1, 2004

Transportation Corridor Agency
Draft EIS/SEIR comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

REC'D AUG 03 2004

Dear TCA:

I am a homeowner who will be devastatingly affected by the proposed Central Corridor extension of the Foothill-South 241 Toll Road and as such am writing to express my stern opposition to this proposal; and frankly I wish to also express my indignation at the mere proposal itself.

It is evident that the fiscally responsible and eminently logical option is the proposed Eastern Corridor. As you know, this option does not displace hundreds of homeowners, and numerous businesses, and is approximately half the cost. While there is certainly some adverse environmental impact (as there always is with any growth) this option cannot seriously outweigh the interest of the taxpaying homeowners.

The proposed Central corridor is a poor alternative to obvious "real" choice – the Eastern Corridor for the following reasons:

1. It is fiscally irresponsible to remove homes and business when a significantly less expensive and intrusive route is available;
2. It is incomprehensible that proponents of the Central Corridor would place the interest of a few alleged "affected species" and other exaggerated environmental concerns over the interest of tax paying citizens. The proposition that displacement of homeowners is somehow an acceptable alternative to "harming" a few mice and insects is ludicrous. In the eyes of the law real property is deemed unique and thus there can be no adequate compensation, monetary or otherwise, for displacing homeowners or so negatively impacting those who will have to endure the proposed Central Corridor traveling through their backyard.
3. The displacement of homeowners sets a bad precedent for future expansion. Growth is not only inevitable but is vital to the economic health of the County. Despite the tremendous growth this County has experienced homeowners have yet to be displaced to allow for a toll road expansion. Do not make the mistake of allowing this to happen now.
4. This proposal will create an irreparable division of this great sea side community by effectively splitting it in half.

RECD AUG 03 2004

The above plainly demonstrates that the Central Corridor proposal is illogical at best. It appears that the real reason for the proposed Central Corridor is to raise the ire of the impacted homeowners in the hopes of pitting them against the ubiquitous environmentalist. While this "tactic" clearly worked, such conduct is shameful. Make the responsible decision and implement the Eastern Corridor and stop wasting everyone's time and energy with such a preposterous proposal.

Sincerely,

Adam and JoAnn Gerard

REC'D AUG 08 2004

August 1, 2004

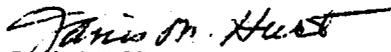
Ms. Marie Clary-Milan
TCA
125 Pacifica, Ste. 100
Irvine, CA 92618-3308

RE: 241 Toll Road Expansion

We support the expansion of 241 Toll Road only if the E. Pendleton corridor is used.

The Pendleton route is the best solution with all factors considered.

Alternate routes are not acceptable to us as current residents of Talega


Janis M. Hurt
44 Avenida Cristal
San Clemente, CA. 92673
949-498-0678
EM: commandant@aol.com

To: Transportation Corridor Agencies **REC'D AUG 03 2004**
Attn: Ms Macie Cleary-Milan, Deputy Director,
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

I oppose the Central Corridor alternatives that are described in the Foothill-South overview of the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Improvement Project, including the Arterial Improvements Only Alternative (A10) (Blue) Section 2.4.5

Notes:

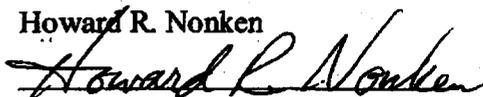
All plans except the one that does nothing will affect the California Gnatcatcher – how much is not mentioned. The “I-5 widening” alternative, although not badly affecting San Clemente away from the freeway, still cost the much the most and destroys more homes and businesses than even the “Central corridor complete” which broadly disrupts business and housing and affects the most wetlands.

The 3 “Central corridor” plans are very bad for northern San Clemente – in fact they are all very destructive of homes and businesses and loss of property values in those that are not destroyed completely. The 2 “Central corridor” plans that do not build over Ave Pico plus the so called “Arterial Improvements Only” alternative put so much traffic on Ave Pico and Vista Hermosa as to significantly decrease the access to and the value the adjoining properties and make those (mostly fairly new to new) homes lose significant value. This is not covered in the analysis that I can see.

I do not find it easy to choose among the three “Far East” alternatives. It is not clear to me why the impact on Wetlands and Habitat/Species needs to be as bad as implied by these numbers. I assume that removal of coastal sage scrub is outrageous. Most likely, it is the habitat for the three “directly impacted, threatened or endangered species.” It is also not clear the degree to which they are directly “impacted, threatened or endangered. Of course, the humans can always move elsewhere (after they pay for the destruction of their habitat). That is probably just as well, since the whole problem is caused by too many people. A cheaper alternative would be to merely do nothing, since only people are affected by the freeway congestion. I suggest that in choosing among the three “Far East” alternatives we spend more money trying to minimize the direct impact, threat and endangerment claimed to be irrevocably and thoroughly caused by these three plans, unless, of course, they are already minimal,

Respectfully submitted,

Howard R. Nonken



2813 Corte Esmeralda

San Clemente, CA 92673-5661

July 29, 2004

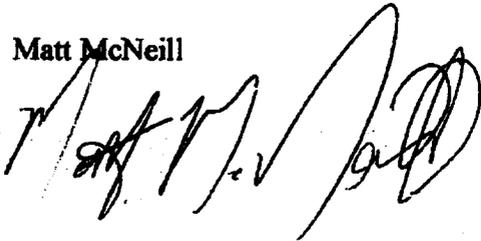
REC'D AUG 08 2004

Matt McNeill
249 Avenida Del Mar
San Clemente, CA 92672

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

I am opposed to the "Central Corridor" and I am against all Avenida Pico alternatives proposed by the Transportation Corridor Agencies, (TCA). This alternative will cause even more traffic congestion to an already over used small town. I have lived in San Clemente for the last 19 years.

Matt McNeill

A handwritten signature in black ink, appearing to read "Matt McNeill", written over the printed name.

REC'D AUG 08 2004

July 29, 2004

Kelly Galloway
641 Via Merluza
San Clemente, CA 92672-3600

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

I am opposed to the "Central Corridor" and I am against all Avenida Pico alternatives proposed by the Transportation Corridor Agencies, (TCA). This alternative will cause even more traffic congestion to an already over used small town. I have lived in San Clemente all of my 27 years.

Kelly Galloway



August 1, 2004

Ms. Macie Gleary-Milan
Deputy Director, Environmental Planning
125 Pacifica,
Irvine, CA 92618-3304

REC'D AUG 03 2004

Dear Ms. Gleary-Milan:

Reference: EIS/SEIR Project
Central Corridor (CC) and Central Corridor (CC-ALPV)

I am a resident of San Clemente and a daily user of the 73 Toll road, which I have found extremely useful and convenient. I know the economy and the growth of Southern California requires more highways and the extension of the 241 Toll Road.

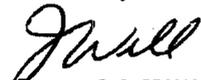
I guess if I had my preference, 241 would never be extended but if it must, it should be completed with the least amount of disruption to existing towns, homes, businesses and the daily lives of those people not only living in the path of this project but those living and working around it.

The Central Corridor (CC) should never be considered as an extension route as this path will take the Toll road right through the middle of an existing community, require the destruction of numerous homes and businesses while bringing excessive traffic through town with it's noise and pollution to the community around it.

The Far East Corridor seems to provide the best alternative, circumventing most communities while providing access to the largest number of users. As well, it drops the 241 traffic below the San Clemente section of the 405 Freeway, thereby reducing the traffic in that section. The 405 section through San Clemente already is congested and traffic growth is anticipated to increase 40% over the next 10 years. To have the extension of 241 drop traffic at the Pico location would be horrible.

Thank you for reviewing my concerns and taking my vote for the Far East Corridor extension.

Sincerely,



James M. Will
2840 Calle Guadalajara
San Clemente, CA 92673
949 361-5531

August 1, 2004

REC'D AUG 03 2004

Mr. Frederick G. Wright
Federal Highway Administration

Dear Mr. Wright,

Please help California and specifically Orange County stop building any more toll roads. They don't work. They cost too much for the average driver to use them. And they don't ease traffic. They allow more development away from job centers, therefore, more traffic congestion. **This letter is specifically to protest the extension of the 241 Foothills South Toll Road using any of the Transportation Corridor Authority routes.** The EIR for the 241 Extension South suggests the truth of problems ahead, but plays politics as usual by not denying the road. Developers continue to bankrupt Orange County ignoring our state laws by influencing city, county and state policy makers. The taxpayer can't afford this road for the wealthy that we have to maintain. Orange County's 73 Toll Road is a model of how wrong a road can be. It isn't paying for itself. It has destroyed the ocean where its filter system failed, and it cost the taxpayer 13 million dollars to attempt new filters that may fail again on a road we never travel.

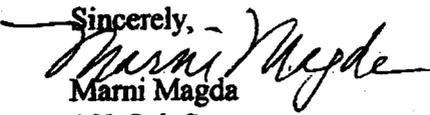
The 241 Extension South must be stopped. The road will increase fire danger in 23,000 acres of wilderness where currently no people or roads for the public exist. Even with new houses built, only 3 new fire stations are planned. California must reduce its water use of the Colorado River by 25% in the next few years. Our planners pretend we can keep expanding into the wilderness without water consequences.

The road destroys San Onofre State Park and Donna Oneil Land Conservancy both huge areas set aside as mitigation for destroying Orange County wilderness, showing that mitigation for wilderness habitat destroyed is a lie.

The road cuts through and dices up the habitat of 7 threatened and endangered species and will block the migration of the wild animals from Cleveland Forest to Camp Pendleton. This last precious ecosystem is the only one left in Orange County where the watershed to the sea has not been compromised by bulldozers crushing the natural landscape that is the lungs of the sea.

This road allows the expansion into the wilderness of another entire city of 14,000 homes and look alike shopping malls that go bankrupt without business centers. This road dumps into a traffic jam called the 5 Freeway, adding to its congestion, not stopping it. Please help us stop this taxpayers' nightmare.

Sincerely,


Marni Magda

460 Oak Street

Laguna Beach, CA 92651

July 16, 2004

REC'D AUG 03 2004

Transportation Corridor Agencies
Ms. Marie Cleary-Milan
Draft EIS Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Marie,

Definitely NO on Pico!! I am AGAINST ALL PICO ALTERNATIVES.

I have lived in Marblehead for the past 6 years and expanding the 241 Toll Road to Pico would be detrimental to Marblehead and the entire San Clemente community. This is one alternative that makes ABSOLUTELY NO SENSE for several reasons.

My property value decrease significantly (where I have been fortunate to see my property value increase by 300% in the past six years).

The noise level and pollution (air, dirt) would be unbearable (I moved here from Tustin Ranch to get away from unnecessary noise and development).

This option (Pico Alternative) would have a huge community impact both financially and emotionally to the homeowners and businesses that would be affected by this should they be displaced. Why would you tear down new homes and businesses that have only been a part of the community for about the last five years.

I support all the businesses along Pico such as Albertson's, Lowe's, Walmart, Staples and Curves. The tax revenue would be a huge loss to San Clemente. Many residences in Marblehead, Talega, Rancho San Clemente and the Reserve also support these businesses.

I do agree, however, we need a toll road in South Orange County as an alternate in case there was ever an emergency. However a toll road through Pico is not the answer. I would support the toll road expansion to the Far East Corridor where there would be no homes or businesses lost.

Thank you for your time.

Sincerely,



Sarah Cardona
2616 Calle Onice
San Clemente, CA 92673

August 2, 2004

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

RECD AUG 08 2004

Re: Objection to Using Avenida Pico as a Toll Road Corridor

Dear Ms. Macie:

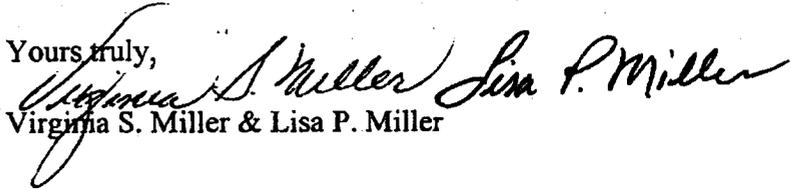
Please consider this letter as coming from both my daughter, Lisa P. Miller and myself, Virginia S. Miller. We reside in the Broadmoor homes at 202 and 205 Calle Del Juego, San Clemente, CA 92672.

While it may not have been a secret, until recently it was not a well known fact that you are seriously considering utilizing Avenida Pico as a developed infrastructure for the toll road corridor. **We oppose such a placement.** Our homes were purchased because of the proximity to the beach and in my case, an ocean view from my back yard. Our homes have increased in value, however, if the toll road corridor is located on Avenida Pico, our home values will decrease significantly because the view we purchased won't be there anymore. Furthermore, while I currently experience freeway noise in my backyard, the addition of the toll road corridor would dramatically increase it, making my patio area an undesirable place.

While we are more often than not supportive of progress, so much of San Clemente's growth in the last five years seems poorly planned. What used to take 3 minutes to get to work in the Rancho San Clemente Industrial Park or the beach, now can take as much as 15 minutes. There is so much traffic going to and from the Talega area. I know that serious auto accidents occur more frequently on Avenida Pico and the freeway at this junction, often slows to a crawl. Adding the toll road corridor would only serve to significantly increase traffic, congestion, noise levels and the probability of more accidents.

San Clemente is an attractive place to live because, even with progress, it remains a somewhat provincial community. It has a very small town feel to it. It's what we loved about it when we moved here. Surely, there has to be a better plan that won't ultimately, negatively affect homeowners by decreasing home values and/or displacing residents. It is unfair to dump an alternative plan simply because other groups have more powerful lobbyists and better alternative plans were not formulated at inception.

Yours truly,


Virginia S. Miller & Lisa P. Miller

July 16, 2004

Transportation Corridor Agencies
Ms. Marie Cleary-Milan
Draft EIS Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

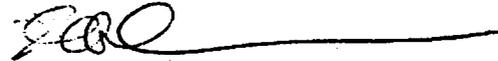
REC'D AUG 08 2004

Dear Marie,

It is very difficult to take a study that bases all its decisions on 2025 data, even remotely seriously. Coupled with the fact that the "congestion figures", are for the most part, less than 5% and likely have statistical variances greater than 5%, the argument for an immediate action and/or funding for the additional toll roads in Orange County are academic at best, and fiscally irresponsible at worst.

I will not personally use any new toll road, no matter what the option, nor do I know anyone who will. If this is such priority in the California overall infrastructural scheme, let the real estate developers finance and profit from it. No, not new taxes. And by the way, the Governor's budget is overdue. You should be focused on balancing that right known not adding net new unneeded infrastructure.

Sincerely,



Steve C. Cardona
2616 Calle Onice
San Clemente, CA 92673

Regina Lesky
311 Calle Neblina
San Clemente, Ca 92672

July 19, 2004

REC'D AUG 08 2004

Transportation Corridor Agencies
Ms. Marie Cleary- Milan, Deputy Director
125 Pacifica
Irvine, Ca. 92618-3304

No doubt, The Sierra Club, Surfrider Foundation etc has flooded you with reasons to not put in the tollroad at Chrisianitos/Basilone/I-5, I agree with them.

However, I am just one voice and cannot compete with large organizations, I also disagree with a decision to have the tollroad come anywhere near the Pico Corridor. What are you thinking ???

Beautiful ocean view homes destroyed, property values lowered, many places of business removed in order to make room for an ugly, concrete, elevated high speed, noisy, pollution making road ????

I certainly don't have an answer, perhaps you should look at the bureaucratic, greedy builders (will help pay for the ROAD) who want to construct thousands of new homes in the back country of South County without concern of the environment ,traffic etc. New communities cause more bad than good. No new communities....no new roads necessary.

I realize the traffic is really bad. It is horrendous everywhere. Your proposed tollroad will be of no help.

Sincerely,



Regina Lesky

REC'D AUG 03 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

According to your own survey, the Central Corridor costs more, displaces more people and businesses, adversely affects ^{more} wildlife than some of the other corridors. Why would you even consider it?

Respectfully submitted,

Name

M. R. Edman

Address

*730 Avenida Azor
San Clemente, CA 92673*

REC'D AUG 03 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments:

I would like some other
alternatives which less affects the
life of our communities.

Respectfully submitted,

Name

DAVID TRAN / TUYST DAO

Address

2229 AVENIDA OLIVA
SAN CLEMENTE CA 92673

REC'D AUG 03 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

1

Additional Comments: _____

Respectfully submitted,

Name

Jeff & Lisa Bland

Address

2114 Via Aquila
San Clemente, CA 92673

REC'D AUG 03 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

ALL OF THE PROPOSED ROUTES WOULD AGGRAVATE THE TRAFFIC SITUATION IN SAN CLEMENTE ESPECIALLY ON PICO. THERE SHOULD BE LITTLE OR NO

DISPLACEMENT OF HOMES + BUSINESSES. THE BEST ROUTE WOULD BE FURTHER SOUTH CONNECTING TO ONE OF THE LAST 2 SAN CLEMENTE EXITS + A WIDENING OF THE 5 FROM SAN JUAN CAPISTRANO/CAPSTRANO BEACH

Respectfully submitted,

Name

S. HAROLD PINSKY

Address

2243 AVENIDA OLIVA

SAN CLEMENTE, CA 92673

REC'D AUG 08 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: Please abandon the
Central Corridor alternative.
This would cause a major disruption
to quality of life in well established
neighborhoods.

Respectfully submitted,

Name

Address

Justin Gayett
2213 Collegiera
San Clemente, 92673

RECD AUG 08 2004

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project. 1

Additional Comments: _____

Respectfully submitted,

Name

Dean F. Barken

Address

2813 Costa Emeraldale

San Clemente, Ca. 92673

P214

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle *This route is ridiculous. It would wreck San Clemente.*
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name *Donna L. Ward* Address *22 Via Pacifica*

Signature *[Signature]*

RECEIVED

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

1A

P214

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle *UNACCEPTABLE!!!*
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name *Steve Ward* Address *22 Via Pacifica*

Signature *[Signature]* *San Clemente, Ca 92673*

1B

P214

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name *Beverly Alberti* Address *774 Ave. Salvador - SCL*

Signature *Beverly Alberti*

1C

**We urge you to voice your opposition
to the above alignment routes.
Please clip and mail the attached
comment card by August 6th to:**

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

ACTION IS REQUESTED NOW!

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT!

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

** More people in houses along the new toll road.*

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Name Jackie Gelderman Address 421 Calle Robles

Signature JACKIE GELDERMAN

1D
P214

**We urge you to voice your opposition
to the above alignment routes.
Please clip and mail the attached
comment card by August 6th to:**

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

ACTION IS REQUESTED NOW!

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT!

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

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TRANSPORTATION
CORRIDOR AGENCIES

Name Roy E. Rute Address 2023 Via Aguila - SC 92673

Signature Roy E Rute

1E

P214

August 4, 2004

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Ms. Macie Clary-Milan
TCA
125 Pacifica, Suite 100
Irvine, CA 92618-3308

Dear Ms. Clary-Milan:

I am strongly opposed to the Central Corridor options that will run parallel to Avenida Pico to complete the Foothill South toll road. As a resident in the Broadmoor community, I feel that it is ridiculous for the TCA to even consider such a devastating route cutting through hillsides, homes, and businesses. Most of the residences that that lie in the path of this route are worth over 800 thousand dollars each.

To my understanding the Broadmoor neighborhood would remain intact but the integrity of our homes would be diminished. The construction of the pilings that would support the hundred foot high ramps would rattle our homes right off of their foundations.

I recently graduated from San Clemente High School and I would hate to see the future athletes play on fields with cars driving overhead. What a ghetto school that would become!

Please build the toll road on the outskirts of town.

Sincerely,



Eric Norton
619 Calle Miguel
San Clemente, CA 92672

August 3, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan
 Deputy Director – Environmental Planning
 125 Pacifica, Suite 100
 Irvine, CA 92618-3304

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AUG 05 2004

TRANSPORTATION
 CORRIDOR AGENCIES

Dear Ms. Cleary-Milan:

I am opposed to the creation of the Foothill-South Toll Road. In particular, I am opposed to FEC-M, FEC-W, and the A7C-FEC-M Alternatives all of which go through the Donna O'Neill Land Conservancy and the San Onofre State Beach. The impacts, which the EIR actually does identify with respect to these resources, outweigh any project benefits.

The road isn't necessary. I traverse all week between San Clemente, Irvine, Laguna Beach, Laguna Hills and San Juan Capistrano without using the I-5. I have taken the time to study maps of our arterial system and find them more than adequate for the demand both in time and wear and tear on my mental well being. I have also studied a route, which should be constructed first before any further talk of a toll road and that is the minimal distance between the intersection of La Pata and Pico in San Clemente and the San Antonio Parkway. This stretch of highway should be built now. What a relief it would provide to San Clemente traffic pressure and use an under-utilized arterial highway that is not in these plans for so called "relief" of the I-5.

The 73 Toll Road is a mistake and failure. I hike in the Laguna Coast Wilderness Park several times a month and find that intrusion an abomination. It has failed environmentally, economically, and most of all it did not provide the transportation relief promised, the I-5 is just as well traveled as before and few can tell the difference. I have driven the 73 Toll Road just once to test it out so to speak. I did not find it an easy road to traverse and it offended me to be driving through precious open space that I so much admired and moved to Orange County to preserve. (My previous home in the San Fernando, although in one of the priciest neighborhoods, had become too congested, victimized by crime and generally not a good place to be.) When you kill your open space you kill the quality of life in the area for everything plants, animals and man.

Since coming to Orange County, I frequent the open spaces weekly, Laguna Coast Wilderness Park, San Onofre State Beach (which I walk to), Donna O'Neil Land Conservancy (this is one of the few remaining sizeable open space areas in the entire county where I can travel to and feel I am away from the stress of urban living), and the San Mateo Campground where friends from all over the Southwest come with their families. Its close proximity to Trestles, the world-renowned surfing beach, makes it a first choice for families and friends. I was so proud of Orange County for preserving that coastline and not allowing pollution and degradation of the shoreline. The campground is irreplaceable! We need all our campsites in California and to destroy this one is unconscionable. Our coast is California's gold and if it goes, you can put our coastal cities in the same basket as the San Fernando Valley and the other over populated, congested, polluted and under funded areas of any state. The productive will move on

and find another better-protected place and what is left is urban sprawl infected with crime and vandalism.

The DEIS/SEIR's conclusion that there are no water quality impacts from the project is fundamentally flawed. No road can be engineered to collect all pathogens, trash, and toxics, which the road generates so that none of these materials enter adjacent waterways. Specifically, impacts to San Mateo Creek must be re-examined and analyzed and the levels of pollutants that do enter these waterways must be disclosed.

There are so many comments that show this project is poorly planned and not feasible as a responsible and intelligent move in the right direction:

- A toll road will add pollutants to the air.
- Noise is an intrusion that creates tension, interferes with the ability to become immersed in nature, and covers the subtler sounds of wild lands.
- Animals respond to noise pollution by altering activity patterns, and with an increase in heart rate and production of stress hormones.
- Nothing is worse for sensitive wildlife than a road.
- Road construction alters the hydrology of watersheds through changes in water quantity and quality, stream channel morphology, and ground water levels.
- When a roadbed is raised above the surrounding land surface, as is normally the case, it will act as a dam and alter surface sheet flow patterns, restricting the amount of water reaching downstream areas.
- Vehicles emit a variety of pollutants, including heavy metals, carbon dioxide, and carbon monoxide, all of which may have serious cumulative effects. These roadside contaminants can be carried far from roads by wind and water.
- There are few quiet places for people to go in Orange County. Many of our parks are impacted by road noise. Yet, our parks are heavily used by those who cannot easily travel out of the county to a quiet place.
- Maintaining a watershed with no pollution caused by vehicles, provides cleaner beaches.

For the above reasons and volumes of research that confirm that this project will destroy a significant amount of Orange County quality living and open space, there should be no toll road!

My first question when I first viewed the 73 Toll Road from Laguna Coast Wilderness Park in 1997 was "Who is responsible for this obscenity?" If this project goes through that will be the question from future generations and voters.

Sincerely,

Guinevere Breeding

Guinevere Breeding
262 Avenida Baja
San Clemente CA 92672

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TRANSPORTATION
CORRIDOR AGENCIES

August 4, 2004

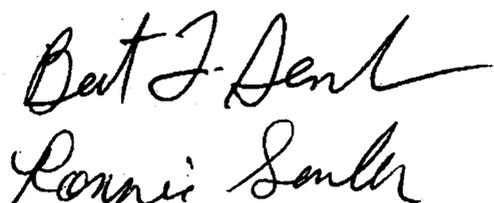
Macie Cleary-Milan
Transportation Corridor Authority
125 Pacifica
Suite 100
Irvine, CA 92618-3304

Dear Ms. Cleary-Milan:

As 12 year residents of San Clemente, we are writing to express our strong **NO** vote regarding the Toll Road Route 241 expansion proposal known as the "Pico Option." This route would totally disrupt a major part of the Rancho San Clemente community and do irreparable harm to the quality of life. We strongly urge you to explore other routes of expansion for this toll road, particularly the ones that would go through the southern part of San Clemente and border on Camp Pendleton. While none of these scenarios is perfect, it is clear that the "Pico Option" is by far the worst possible options.

Again, we want to express our strongest possible **NO** vote to the "Pico Option."

Sincerely,



Bert and Ronnie Semler
904 Calle Venezia
San Clemente, CA 92672-6038

Phone: (949) 492-1510

August 3, 2004

Draft EIS/SEIR Comments
 Transportation Corridor Agencies
 125 Pacifica Ste. 100
 Irvine, CA. 92618

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AUG 05 2004

TRANSPORTATION
 CORRIDOR AGENCIES

To whom it may concern,

This letter is to inform you of our opposition regarding the Draft Environmental Impact Statement and the Draft Environmental Impact Report of the Foothill South Tollroad.

As residents of San Clemente for 9 years, we value our natural resources and treasures; San Onofre State Park, San Mateo Watershed, Trestles Beach, The Donna O'Neill Land Conservancy, Clean Air and water and Native plants and wildlife. All of these will be threatened by the Foothill south Toll Road.

The proposed toll road alignments studied in the DEIR/S will cause more travel demand in the region. The DEIR/S does not account for this induced travel demand, causing the significant overstatement of congestion benefits and other benefits of the toll road alternatives.

There is empirical evidence that Orange County toll roads have influenced land use in the county, resulting in increased development. The effects of the toll road alignments on land use have not been analyzed in the DEIR/S and should be.

The TCA has non-competition agreements with Caltrans. These agreements have the potential to hinder Caltrans ability to develop highways in the areas covered under the agreements. This has not been analyzed in the DEIR/S and should be.

The DEIR/S fails to adequately account for numerous species of concern, including the Pacific pocket mouse, and Southern Steelhead Trout.

The DEIR/S provides no mitigation for destruction of parts of the Donna O'Neill Land Conservancy proposed under several alternatives. The DEIR/S should factually discuss the biological values of the Conservancy and provide mitigation measures.

The DEIR/S fails to provide specific information on how toll road alignments would affect sedimentation and erosion in San Mateo Creek. It also does not address the impacts on the popular San Mateo campground and ignores a state report about the proposed toll road's effects on the park and proposed mitigation measures.

The DEIS/DSEIR is shockingly deficient in numerous significant ways. A Revised draft should be circulated for the public to comment on.

Sincerely,

Pauline and Tom Faye

Pauline Faye
 3705 Calle Fino Clarete
 San Clemente, CA. 92673

Tom Faye

1A

AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

August 3, 2004

Draft EIS/SEIR Comments
Transportation Corridor Agencies
125 Pacifica Ste. 100
Irvine, CA. 92618

To whom it may concern,

This letter is to inform you of our opposition regarding the Draft Environmental Impact Statement and the Draft Environmental Impact Report of the Foothill South Tollroad.

As residents of San Clemente for 15 years, we value our natural resources and treasures; San Onofre State Park, San Mateo Watershed, Trestles Beach, The Donna O'Neill Land Conservancy, Clean Air and water and Native plants and wildlife. All of these will be threatened by the Foothill south Toll Road.

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The DEIS/DSEIR is shockingly deficient in numerous significant ways. A Revised draft should be circulated for the public to comment on.

Sincerely,

Marylyn and John Rees

Marylyn Rees *John Rees*

3014 Brillante
San Clemente, CA. 92673

1B

Daniel and Sandra Cox, 2321 Calle Almirante, San Clemente, CA 92673

August 4, 2004

Transportation Corridor Agencies
Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Attention: Ms. Macie Cleary-Milan, Deputy Director

Subject: Foothill-South Transportation Project

We are in **STRONG** objection to the Foothill-South Toll Road project coming through San Clemente. Avenida Pico and Avenida Vista Hermosa are both already very busy streets. Interstate 5 is also extremely crowded between Ortega Highway and Avenida Pico. Continuation of the Toll Road into San Clemente will not relieve traffic but make it worse.

I purchased this home in San Clemente because of the 'small town' feel, the lack of congested traffic, and the beauty of the area. Bringing a Toll Road or other major thoroughfare to an end in San Clemente will result in the substantial increase in traffic passing through established residential neighborhoods. This will devastate the value of these homes, increased noise, increase pollution, seriously and negatively affect the quality of life by impacting local parks and recreation, the environment, and threaten the safety of children, bike riders and people walking their pets. This traffic will also result in the loss or relocation of hundreds of our neighbors and adversely impact scores of local businesses, and place the local High School in jeopardy.

The addition of a Toll Road will not result in relieving traffic for the community, but rather cause San Clemente residential areas becoming thoroughfares. The additional inland roads beyond those already there will also invite more development to the East of the Toll Road further impacting the traffic and congestion.

What is needed is improvement to the existing interconnection of the surface streets with numerous additional stoplights and routes that will NOT impact established housing developments and neighborhoods.

This is **OUR** neighborhood and we **DO NOT** want your Toll Roads. We accept that I-5 is necessary, but do not want additional traffic arteries stopping in or passing through San Clemente.

Sincerely,



Daniel L. Cox and Sandra K. Cox

cc: Marblehead Community Association

8-4-04

Transportation Corridor Agencies
125 Pacifica
Irvine, Ca. 92618-3304

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Attn: Ms. Macie Cleary-Milan
Deputy Director, Environmental Planning

I am writing this letter regarding the proposed final segment of the Foothill Tollroad Route 241 thru San Clemente.

I am totally in favor of extending the toll road south around San Clemente and joining up with I-5 near San Mateo Creek. As the population of South Orange County continues to grow, I-5 is becoming a constant bottleneck thru San Clemente and San Juan Capistrano. Rush hours and weekends are a total nightmare and an alternate route for north-south commuters is needed. In addition, there is really only one route out of San Clemente and that is I-5. When accidents happen along this stretch and the freeway is bogged down we in San Clemente are stuck with no way to exit. Or what would happen, heaven forbid, if there was a problem at San Onofre Nuclear Generating Station? For these reasons, an alternate route is needed.

However, there is only one route that makes sense both economically and environmentally and that is to go around the outskirts of San Clemente and connect to I-5 beyond the south end of town. I am very familiar with todays engineering and construction standards and know that the toll road could be built for alot less using virgin land rather than having to go thru already established neighborhoods. Even with todays strict environmental restrictions, it would be far less costly going around town rather than thru the middle of town. And the time to build would be far less thus saving money.

The alternate routes of dumping out onto Ave Vista Hermosa or Ave Pico or extending the toll road down thru Ave Pico to I-5 make no sense to me. Expensive property would have to be bought up, businesses and homes would be destroyed and pristine neighborhoods would be ruined both by extreme noise problems and greatly reduced property values. San Clemente is a fantastic upscale community in Orange County that already has a major thoroughfare splitting the town. We do not need the town ruined by having a toll road split us up again.

Please consider these facts when decision time comes.

Sincerely,



David G. Olsen
2540 Calle Jade
San Clemente, Ca. 92673
949-361-3532

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agency
Draft EIS/SEIR comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

To Whom It May Concern:

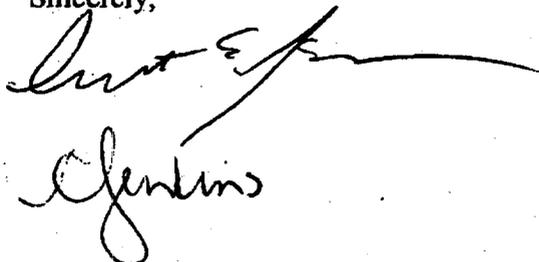
I am writing to communicate my **opposition** for the proposed **Central Corridor Complete** option (Yellow) running through Pico Avenue of the **Foothill-South, 241 Toll Road** extension. In addition, I do not support the Central Corridor- Avenida La Pata Variation (C-ALPV) and the Alignment 7- Avenida La Pata Variation (A7-ALPV) Light and Dark Orange respectively. I do **support** the alternatives of the **Far Eastern Corridor** options (FEC-M Violet, FEC-W Lavender, and A7-FEC-M Green).

In the current scenario, the Central Corridor option impacts current and future residential/business areas and displaces a considerable number of San Clemente residents. All of the alternatives concerning Pico Avenue will negatively impact the very fabric of the San Clemente city by dissecting north from south. In addition, if this route is selected the pollution, aesthetics and city economy will all be negatively impacted.

The prudent decision is to locate the needed Toll Road to the back side of unpopulated country. Displacing 593 homes/families and 103 businesses should not be a consideration when there are viable alternatives.

I hope to count on your support in this matter.

Sincerely,



Robert and Christina Jenkins
61 Via Marbrisa
San Clemente, CA 92673

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

August 1, 2004

Ms Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Dear Ms Cleary-Milan,

I am outraged that your agency continues to plan for the creation of the Foothill-South Toll Road. PLEASE look at all the compelling evidence that shows that this toll road would be a gross miscalculation by the TCA. **There is NO alignment that would benefit the health and prosperity of our present population or future generations.**

We have watched the absurdity of Orange County's 73 Toll Road. It is a financial loss. It has destroyed the ocean where its filter system failed, costing the taxpayers 13 million dollars to attempt new filters that may fail again - on a road we never travel. It has carved up animal habitats, and does not create safe passage for the animals - *as promised*. I am a docent for the Laguna Beach Conservancy; we can no longer lead hikes in the Laguna Greenbelt without hearing the traffic sounds of the adjacent toll road. The toll road has destroyed the solitude that our city paid millions of dollars to protect.

The 241 Extension will cost far too much for the average person to use - \$10.00 one way. Also, it won't ease traffic. It will allow more development away from job centers causing *more* traffic congestion. The EIR for this road suggests the truth of the problems ahead, but plays politics as usual by not denying it. Developers continue to bankrupt Orange County, ignoring our state laws by influencing city, county and state policy makers. Our taxpayers can not afford this road for the wealthy, but maintained by the rest of us.

This road will open 23,000 acres of wilderness where no people or roads for the public currently exist. The proposed development (Ranch Plan PA01-114) calls for only 3 new fire stations. In addition, California must reduce its water use of the Colorado River by 25% in the next few years. Yet, our planners pretend that we can keep expanding into the wilderness without water consequences. This road is a required prerequisite for the development, contrary to the propaganda of the developers.

The 241 Extension South would destroy San Onofre State Park and the Donna O'Neill Land Conservancy, both substantial areas set aside as mitigation for destroying *other* Orange County wilderness areas. Is mitigation for wilderness habitat a lie? Aren't these lands already "protected" through mitigation? In addition, can we be assured that large amounts of sediment flow, natural beach replenishment, sand bars, water quality, toxins, trash, pathogens will not be generated by construction and use? In the 1900's 75% of the perennial stream habitat in Southern California was lost due to the impact of road runoff. A divided highway requiring exposure of 10 to 35 acres per mile during construction produces as much as *3000 tons* of sediment *per mile*. The impacts to Trestles and San Mateo Creek and Campground, two of the most visited areas in our state, will be devastating. This is not a local, but a worldwide issue. We are throwing away our pristine offerings to the greed of a few stakeholders.

Consider our wildlife. The road cuts through and dices up the habitat of seven threatened and endangered species. It will block the movement of wild animals from Cleveland National Forest to Camp Pendleton. "Wildlife corridors" are a joke - they are a political facade to justify the degradation of ecosystems for development. They are a ludicrous "solution" to loss of habitat and movement. The toll road will eliminate the required

habitat for large predators, destroying health along the rest of the food chains. This is the LAST precious ecosystem in Orange County - where watershed to the sea *has not been yet been compromised* by bulldozers crushing the natural landscape - truly the lungs of our sea.

Finally, how can it be that this road will "ease congestion?" The city of 14,000 homes and look alike shopping malls (that will go bankrupt without business centers) that will become possible with this toll road will all dump into the existing traffic jam called the 5 Freeway.

PLEASE help us stop this burden to our taxpayers - and nightmare for the land and the people of our county.

Sincerely,

A handwritten signature in cursive script that reads "Donna Gould".

Donna Gould
2637 Glenneyre Street
Laguna Beach, CA 92651

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

August 4, 2004

Transportation Corridor Agencies
125 Pacifica, Ste. 100
Irvine, CA 92618-3304

Re: Draft EIS/SEIR for proposed Foothills South Toll Road

These are my comments on the subject Draft EIS/SEIR (= DEIR/S).

Toll Road Increased Travel Comment:

The proposed toll road alignments studied in the DEIR/S will cause more travel demand in the region. The DEIR/S does not account for this induced travel demand, causing the significant overstatement of congestion benefits and other benefits of the toll road alternatives.

Toll Roads and Land Use Comment:

There is empirical evidence that Orange County toll roads have influenced land use in the county, resulting in increased development. The effects of the toll road alignments on land use have not been analyzed in the DEIR/S and should be.

Non-Competition Agreements Comment:

The TCA has non-competition agreements with Caltrans. These agreements have the potential to hinder Caltrans's ability to develop highways in the areas covered under the agreements. This has not been analyzed in the DEIR/S and should be.

Plants and Wildlife Comment:

The DEIR/S fails to adequately account for numerous species of concern, including the Pacific pocket mouse and southern steelhead trout. Mitigation measures are absent or deficient for numerous species of concern. The DEIR/S fail to demonstrate the significant differences in magnitude of effects on numerous species among the alternatives, preventing the public from reasonably comparing the alternatives.

Donna O'Neill Land Conservancy Comment:

I have visited Donna O'Neill Land Conservancy (= DONLC) numerous times. It provides vital habitat for many rare, threatened or endangered species of plants and animals. In addition, it is an important societal asset to the region for its educational programs and recreational opportunities. The DONLC is the fulfillment of a promise made to provide mitigation in the development of the Talega community. All the "far east" corridor or crossover alternatives would destroy major parts of the DONLC and significantly reduce the habitat and societal value of the remaining parts. All the "far east" routes through the DONLC are totally unacceptable and represent betrayals of the mitigation promise made in the development of Talega. Finally, the DEIR/S provides no mitigation for destruction of parts of the DONLC proposed under several alternatives. The DEIR/S should factually discuss the biological values of the Conservancy and provide mitigation measures.

San Onofre State Beach Comment:

The DEIR/S fail to provide specific information on how toll road alignments would affect sedimentation and erosion in San Mateo Creek. This failure means that the public cannot understand how the proposed toll road alignments in the San Mateo watershed may affect the surf breaks and quality of surfing at the renowned natural surfing beaches of Trestles/San Onofre State Beach. The DEIR/S does not address the impacts on the popular San Mateo campground and ignores a state report about the proposed toll road's effects on the park and proposed mitigation measures.

General Comment:

The DEIS/DSEIR is shockingly deficient in numerous significant ways. A revised draft should be circulated for the public to comment on.

Alternatives:

If I were forced to choose an alternative based on the grossly inadequate DEIR/S you have released, my choices, in order of preference, would be the (1) No Action Alternative; (2) Arterial Improvements Only; (3) I-5 Widening and (4) the Central Corridor/Avenida La Pata Variation.

Thank you for consideration of these comments.



Len Gardner
197 Avenida Majorca Unit C
Laguna Woods, CA 92637-6790

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

To: MacieClary-Milan
TCA
125 Pacifica Suite 100
Irvine, Calif 92618-3308

Re: No on Pico 241 Toll Road..

Please consider this letter as a no on the expansion of the 241 toll road on Pico.... This expansion would personally damage the property value of my home now over 1.5 million. Additionally it would destroy the city by cutting it into thirds

Please consider this a no vote on this issue.... We cannot have this toll road in the Pico area.



Kris Namimatsu
949-498-6841
168 Ave De La Paz
San Clemente, Calif 92672

1

August 4, 2004

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AUG 05 2004

TRANSPORTATION
CORRIDOR AGENCIES

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director - Environmental Planning
125 Pacifica, Suite #100
Irvine, CA 92618-3304

Dear Macie,

As a recent Orange County homeowner, I understand the need to plan for the future in terms of anticipated growth with regards to transportation and environmental impacts.

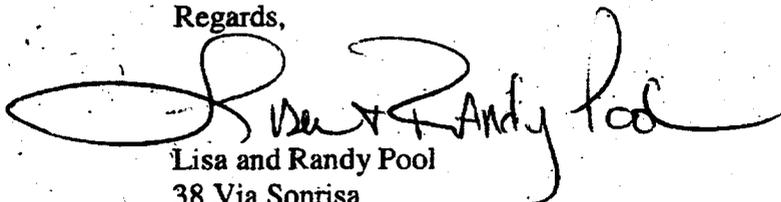
I was very impressed with the recent presentation to our Homeowners Association, Pacifica San Clemente. The Foothill South Overview booklet was very informative, even though your statistics and overall impact reports may be out of date. Considering the considerable growth to the Talega and San Clemente communities, obviously the figures will change with regards to homeowners, businesses and employees displaced by the Central Corridor Alternative. Given that fact and the fact that the home values have skyrocketed, those homeowners who are directly affected will want FULL VALUE replacement and this will drive up the costs associated with the Central Corridor Alternative route.

It would be an **outrage** to see the City of San Clemente torn apart by this route, for homeowners, businesses and employees to be displaced for a Toll Road that is *projected to relieve future congestion*.

The Alignment 7 Far East Crossover - Modified version would serve the various communities, especially those that travel on the Ortega 74 Highway and also provide significant congestion relief on I-5 with no homes removed, businesses displaced and not effect the employment rate.

I appreciate the opportunity to voice my concern and hope that the reviews of the residents concerns will be met with the *integrity* they deserve.

Regards,



Lisa and Randy Pool
38 Via Sonrisa
San Clemente, CA 92673

LP

August 6, 2004

Draft EIS/SEIR Comments
TCA
125 Pacifica, Ste. 100
Irvine, CA 92618

RECEIVED
AUG 06 2004
TRANSPORTATION
CORRIDOR AGENCIES

11:51 am

Title: Mr.
First name: Joel
Last Name: Robinson
E-mail Address: joel@joeltoons.com
Address: 1201 Fairhaven Ave. #22E
City: Santa Ana
State/Province: CA
Zip Code: 92705
Phone: 714-628-0116

General Comment:

1. Draft EIS/SEIR failed to prove without a doubt that every aspect of my daughter's entire life will not directly or indirectly be negatively impacted by the proposed alternatives, except for the "No Action" alternative.
2. Draft EIS/SEIR failed to guarantee that no organisms will fall victim to distress, displacement, injury, or death due to the construction, completion, and future use of proposed alternatives, except for the "No Action" alternative.
3. Draft EIS/SEIR failed to address the issue of noise pollution related to the construction, completion, and future vehicular traffic which would negatively impact the recreational experiences of visiting guests and wildlife inhabitants of adjacent areas of open space by the proposed alternatives, except for the "No Action" alternative.
4. Draft EIS/SEIR failed to incorporate compensation for nature enthusiasts who suffer from emotional distress due to the imposing threats to their own quality of life and to all other organisms threatened by the proposed alternatives, except for the "No Action" alternative.
5. Draft EIS/SEIR failed to consider and document all the possible benefits of the "No Action" alternative.
6. Draft EIS/SEIR failed to consider all possible factors/variables which may affect the outcome of all alternatives.
7. Draft EIS/SEIR failed to prove the economic sustainability of the proposed alternatives without using taxpayers dollars, except for the "No Action" alternative. Predictions, theories, and statistics cannot be regarded as truth, especially when contrasted with the failing results of the existing San Joaquin Hills toll road.

8. Draft EIS/SEIR failed to address the issue of visual pollution related to the construction, completion, and future vehicular traffic which would negatively impact recreational experiences of visiting guests to adjacent areas of open space by the proposed alternatives, except for the "No Action" alternative.

9. Draft EIS/SEIR failed to address the issue of light pollution related to the construction, completion, and future vehicular traffic which would negatively impact recreational experiences of visiting guests and wildlife inhabitants of adjacent areas of open space by the proposed alternatives, except for the "No Action" alternative.

10. Draft EIS/SEIR failed to research, finance, and promote other ecologically sustainable solutions for transportation congestion, such as walking, bicycling, skateboarding, horse riding, public transportation, working from home, working close to home, carpooling, etc.

11. "No Action" is the only option that does not jump to conclusions about what will benefit Orange County in the long-term. The TCA needs to make a greater effort to figure out creative, cost effective, and clever solutions that don't rely on the archaic conventions of degrading and paving irreplaceable areas to support a lack of responsibility and selfish behavior. Don't be so predictable. We are in a new century. Please come up with some fresh ideas! Do not be distracted by individual symptoms of a much greater problem.

Please start building
the toll road, (but it should be
a free way) It's only going
to get worse, as traffic is terrible
on the 5 thru San Clemente, & no
way out if there were an emergency
evacuation, forget all these
stupid hearings, I've lived here
over 45 years, I've seen what is
happening - No more delays.
I'm so tired of the "NIMBYS" & close
the gate behind me's - "negatives"
We need more roads -

RECEIVED

AUG 06 2004

TRANSPORTATION
FOR CIES

Sincerely
D. H. H. H.

July 27, 2004

Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618-3305

As a homeowner just a few blocks
from where you are considering the
construction of a massive merger to
connect I-5 and the Foothill Toll Road,
I strongly protest this plan (VP12B)
and urge you to not proceed with it.

The disruption of hundreds of lives,
destruction of cherished homes, neighborhoods
and businesses would be cruel and inhuman.
The terrible impact of this horror is
almost unimaginable.

It will be so unsightly that our
lovely city will be ruined forever.
This project will hurt so many people
that it would be absolutely heartless
of you to do it. Please don't build it!

Respectfully
Betty Bailer
1105 Alvin, Pasadena

RECEIVED

P228

Attn: GAILE /TCA

8/5/04

Aug. 4, 2004

Dear Sir:

My husband and I are
Wilamaville residents. We are
adamantly opposed to the 241
Toll Road Expansion to include
Avenida Pico.

Causing businesses and
homes to be lost, not to mention
noise and pollution, is absolute-
ly unacceptable!

Sincerely
Donna Konner

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TRANSPORTATION
CORRIDOR AGENCIES

Attn: Draft EIS/SEIR Comments

August 3, 2004

To whom it may concern:

REC'D AUG 06 2004

I wanted to comment on the Foothill - South tollroad extension. I have enjoyed the Donna O'Neill Land Conservancy for many years as has my entire family. My granddaughter was on my back when she was 3 mos. old. I'll never forget her babbling and looking around. Now she is six and really loves to walk there. I hope she will be able to do that when she is sixty!

I am opposed to the tollroad extension altogether but particularly the FEC-M; the FEL-W and the ATC-FEC-M Alternatives. These would impact the Donna O'Neill Land Conservancy & San Onofre State Beach which are state treasures.

Let's slow down growth in Orange County. It only benefits developers, builders & TCA employees.

Sincerely

Donna Miller

Donna Miller

25125 Sandia Ct.

Laguna Hills Ca. 92653

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AUG 06 2004

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CORRIDOR AGENCIES

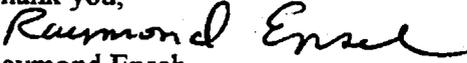
August 4, 2004

Macie Cleary-Milan, TCA
125 Pacifica, Suite 100
Irvine, CA. 92618-3308

I am writing to let you know that I strongly oppose the Pico alignment for the 241 south extension. This alignment will cause a lot of unwanted traffic and congestion in my neighborhood, literally destroy hundreds of families' homes and businesses, intrude on my ocean view and negatively effect my home value and countless others here in San Clemente.

I strongly recommend you consider the alternative alignment that connects further south at Baselone. This will be much less intrusive to the city of San Clemente.

Thank you,


Raymond Enschede
1004 Calle Venezia
San Clemente, CA. 92672

August 6, 2004

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AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

To: Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA. 92618

From: Lisa Marks
31522 Eagle Rock Way
Laguna Beach, CA. 92651

Re: Draft Environmental Impact Report---Foothill Toll Road

To Whom It May Concern,

I have lived most of my life in Orange County, having been born here in 1958. The ocean is a fundamentally important part of my life. I body surf at the trails in San Onofre both winter and summer and I enjoy the cliffs of coastal sage at the state park. I depend on areas of natural beauty for my health and spiritual upliftment.

I believe that a road connecting the 241 to the 5 Freeway will impact the area negatively.

- 1) How will the proposed road affect the sedimentation flows creating the sand bars along the coast?
- 2) How will the construction of the road as well as the existence of the road effect ocean water quality?
- 3) If the San Mateo Creek watershed is further disrupted, how will this effect the ocean water quality?
- 4) I have read that there are endangered species which live in some areas which may be disrupted by the road and road construction. It is imperative that we not further endanger these species. Their existence or lack of it is a sign of the general health of our ecosystems.
- 5) Has the DEIR taken into account any increase in development which may occur as a result of the proposed road? New roads usually lead to new development. We are already very over-developed here in Orange County. Development as we currently practice it, entails many difficulties such as

increased water run off to the sea carrying toxic substances, decreased water absorption into the water table, air pollution from more numerous cars, noise pollution, and a general decrease in peacefulness and ambience.

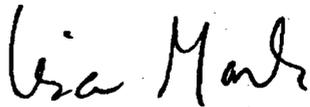
6) What will be the effect of the proposed road on the ambience and beauty of the San Mateo Creek zone?

While it is the specific mandate of the Transportation Agencies to build roads, it must be the mandate of governmental organizations at all levels to protect and preserve the environment. Our maritime eco-systems are under immediate threat of collapse here in Southern California. The air we breathe is polluted and dangerous. The groundwater level is diminishing. These issues should be direct concerns of the Transportation Agencies. Their actions have a direct impact on problems we will face for generations. The Transportation Agencies, acting on our behalf, must practice the "pre-cautionary principle."

In general, I am completely against disrupting the San Mateo Creek Area for the purpose of building new roads. I am completely against destroying any more natural areas in Southern California without the greatest consideration for the impact of our actions on the environment and future generations.

Thank you very much for your consideration.

Sincerely,



Lisa Marks

(1)

04 AUG 04

Robert Aparicio

P.O. Box 504

Corona CA 92878

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AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

Re: Draft EIS/SEIR Project Alternatives

As part of public record of comments on the Foothill-South EIS/SEIR, I am opposed to much of what has been established and what is now proposed. Toll roads are a poor alternative for Southern California Transportation congestion; A small percentage of commuters benefit, a large number of commuters are now and will be adversely affected at freeway artery interchanges, past performance of the '91' freeway corridor has failed and proven to be a financial & commuter disaster, limited resources for road improvements would again be divided, and new traffic through this managed land will once again diminish wildlife habitat. Traffic congestion along the I-5 may be relieved at some local segments

(2)

04 AUG 04
P233 cont.

due to existence of an extended toll road, but the real impact is to exasperate traffic at the county line and again where artery interchanges develop.

Real progress for commuter transportation will be realized by enhancing commuter rail/train availability along with ample secure parking for these commuters at rail depots. Using a commuter network rail system that ~~provided~~ provides access to multiple city centers would save multitudes time, money, & resources daily.

I am opposed to any further development of toll roads in Southern California and am strongly opposed to the Foothill-South EIS/SEIR project. This is a bad idea that has wasted countless manhours & resources. Stop the hemorrhage now.

Robert S. Aparicio

August 3, 2004

Ms. Macie Clearly-Milan
Deputy Director, Environmental Planning
125 Pacifica, Irvine, CA 92618-3304

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TRANSPORTATION
CORRIDOR AGENCIES

I understand that South Orange County needs more roads. I'm perfectly aware of this since I live here and deal with congestion everyday. I'm opposed to the alternate routes except the one that runs South of San Clemente at Basiline Road. (Far East Corridor)

It does not make sense to me to wreck established homes and businesses, which are new, to put in a corridor which involves Avenida Pico and Avenida Vista Hermosa. It would be easier to plan and work on the environment at the Far East Corridor, the south of San Clemente, than any other alternate.

Also, a big problem is that anytime of day on the 5 Freeway there is congestion at Avenida Pico and Avenida Vista Hermosa. It would be insane to have a major corridor near or dump into them.

I will support the South end of San Clemente Public Toll Road at Basiline only!! It would be a huge mistake not to go around San Clemente at the South end of town.

Sincerely,



Diane Olsen
2540 Calle Jade
San Clemente, CA 92673
949-361-3532

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, Ca 92618-3304

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AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

Ms. Macie Cleary-Milan,

As a 31 year resident of Aegean Hills in Mission Viejo, I am writing to protest the Foothill Transportation Corridor-South project. Widening the I-5 freeway will negatively impact our neighborhood. Much of the development and change in this South Orange County area has been only to benefit developers. Short-sighted and money driven motives have left us with environmental problems, water shortages, outdated sewer systems and the never-ending traffic problems.

The I-5 freeway was already widened as a result of the El Toro "Y" project this past decade. This doubled the freeway noise and lowered the quality of life in our neighborhood. Many years of lobbying and negotiating finally resulted in the funding of a soundwall. This is currently under construction at a cost of about 3 million dollars. The cost of tearing down this project under construction and using eminent domain to remove homes and businesses for this freeway widening project is inconceivable at a time when real estate is the highest it has ever been and our state is in a continuing budget crisis.

At some point rampant development that impacts traffic must stop and common sense solutions must be found.

Very Concerned Retired Citizen, Taxpayer and Voter,

Charlotte Takahashi

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AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

August 5, 2004

Transportation Corridor Agencies
Draft EIS/SEIR Comments
125 Pacifica, Suite 100
Irvine, CA 92618-3304

RE: Comments to the Foothill-South Toll Road

We are residents of San Clemente. We from Los Angeles three years ago choosing to settle in San Clemente because of its small town feel, clean beaches, good surf (Trestles and San Onofre), and the open spaces surrounding it, including the Donna O'Neill Land Conservancy. We firmly believe that the construction of the Foothill-South toll road would encourage sprawl, adversely effect our quality of life, and irreparably damage the surrounding natural resources. Therefore, we oppose construction of the proposed Central Corridor Alternative, Central Corridor/Avenida La Pata, A&C-ALPV, A7C-FEC-M, FEC-W, and FEC-M routes. We do understand the need to resolve current as well as projected traffic congestion in South Orange County. However, we feel that the proposed toll road is not the solution.

Given that most major commercial, industrial, and residential developments in South Orange County are centered along the I-5, within the Cities of Mission Viejo, Lake Forrest, Irvine, and Tustin, the majority of the traffic coming in and out of South Orange County would be concentrated along the I-5 corridor. The toll-road does not come anywhere near this corridor. In fact, the toll road completely by-passes it.

Why would a person commuting from San Diego County to Mission Viejo, Lake Forrest, or Irvine pay an eight to ten dollar toll fee only to go miles out of their way and be stuck in a bottleneck anyway as soon as they hit anyone of these Cities? A similar scenario would apply for a person going south into San Diego County. A person living in Laguna, Dana Point, Mission Viejo or Aliso Viejo would have to drive east for several miles on busy local and arterial streets to get to the toll road, pay the toll fee, go all the way around San Juan Capistrano and San Clemente, and be stuck in a bottleneck as soon as they hit the transition into the I-5.

Unless traffic studies show that a major percentage of the projected peak hour traffic volume through South Orange County is headed to and from cities in east Orange County and Riverside County, it is difficult to comprehend how the toll road will relieve congestion. While the draft EIR includes projected peak hour traffic volume data, it does not specify that a significant number of commuters are headed in and out of east Orange County or Riverside County. From this perspective, the real solution lies along the I-5 corridor. Indeed, the EIR itself concludes that the most effective alternative is widening the I-5.

The toll road is more for the benefit of proposed large developments to the east, namely, the proposed Rancho Mission Viejo development. In fact, traffic studies justifying the

need for the toll road take into account the traffic that would be generated by this development. Should this development, which is also going through the CEQA review process not be approved, then there is even less need for the toll road.

As stated earlier, the solution lies in the I-5 corridor. While widening of the I-5 may not be a feasible solution, enhancement of existing public transit systems along the I-5 corridor is a very real and environmentally friendly alternative. Indeed a significant piece of this solution is already in place – the existing railway system. This system already serves all major cities along the I-5 corridor giving South Orange County residents access to both north San Diego County and Los Angeles County.

Of course every alternative has hurdles to overcome and this alternative has its share. Currently the train fares are expensive, the trains don't run as often as we'd like, access to train stations is not so convenient, etc. These problems can be solved however. Cities all over the world, even in our own state have solved these problems, why can't South Orange County. If the billions of dollars to be spent on the toll road were to be spent on enhancing our public transportation system, we could very well have a safe, convenient, and affordable system. Also, with today's soaring gas prices, there is no better time than now to entice commuters to get out of their cars and consider an alternative means of transportation.

We ask that the advantages of mass transit be given a closer look. For once, let us consider something other than a freeway to solve our traffic problems.

Sincerely,



Tamara J. Maher and Gugut Salgado
115 Avenida San Pablo
San Clemente, CA
92672

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AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

JACK EIDT
28141 Las Brisas del Mar
San Juan Capistrano, CA
92675
949 487 0906

5 August 2004

Draft EIS/SEIR Comments
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA 92618

I am an independent planning and environmental consultant who works in Orange and Los Angeles Counties, and am concerned about significant deficiencies of the draft EIS/SEIR. My overall comment concerns the need for this project. Existing 2004 traffic levels in South Orange County do not require the construction of the Foothill South, and any projections for future uses are completely induced by the project. The concurrent planning for 18,000 dwelling units for the Rancho Mission Viejo land is the partner in this speculative venture. While it is true that population levels are expected to increase throughout California for the next twenty years and beyond, these two projects have the ability of spurring unnecessary development that would unalterably impact the quality of life for all Orange County residents as well as seriously ruin the environmental quality for the last remaining open habitat on the California coast.

Planning for habitat and species protection is a vital step in the environmental analysis for these two projects. The large-scale studies in the Special Area Management Plan (SAMP) and the Southern Subregion Natural Community Conservation Planning (NCCP) for multi-species habitat protection are not completed yet. How can we possibly choose an environmentally superior toll road alignment and area for residential and commercial development for Rancho Mission Viejo without a baseline study that legally codifies the wealth of plant and animal species, including many sensitive communities that are threatened and endangered? It is my contention that no permitting and entitlements should be granted to either project without first finishing and approving the baseline studies.

The following are my comments to the DEIS/SEIR.

Traffic and Circulation. Traffic forecast make assumptions of future development for the year 2025 that assume buildout of Rancho Mission Viejo. Should we not also model the traffic following the land uses that are now stipulated on the County General Plan? This project is an obvious inducement for a massive increase in traffic trips throughout the study area. To show beneficial impacts is a very stacked deck. We need to model the traffic using alternative uses for the RMV land that I think would show the Toll Road as completely unnecessary. If population growth were directed to already built areas, the

public money spent on improvements could go to widening existing facilities, light rail, HOV lanes, and other arterial road additions.

In addition, the non-competing agreement between the TCA and Caltrans would hinder the latter from keeping up with necessary improvements, once again skewing the modeling. The DEIS/SEIR needs to take into account this project's overall effect on its own traffic modeling in order to properly weight the No Build Alternatives, or the I5 or Arterial Improvement Alternatives.

Wetlands and Waters of the U.S. The methods for mitigation of significant and adverse impacts to wetlands and rivers, the hydrology of the area, and downstream water quality are woefully deficient. A freeway corridor by design cannot avoid wetland areas, cannot follow the natural contours of the land, and cannot avoid crossing watercourses. A "careful alignment of a bridge" might mitigate the overall effect of the construction, but any change to the existing watercourses, San Juan and San Mateo Creek, and Canada Gobernadora is a significant and unavoidable environmental impact.

The wetland resources study by R. Daniel Smith of ACOE was discounted by the DEIS as overestimating the acreage of wetlands. It should be noted that some disturbed areas have a significant habitat quality and affect wildlife migration to and from wetland areas into the coastal sage scrub. As wetlands and river courses supply water for all wildlife in the study area, one must consider the entire habitat around wetlands as sensitive and vital for the health of the ecosystem, not just the land that is legally determined to be wetland.

The assertion that Project Design Features, Runoff Management, Extended Detention Bases, Supplemental Energy Dissipation Strategies and a pollution plan would mitigate all impacts to the inconsequential level is a gross misunderstanding of the workings of a natural hydrologic system. This same assertion was made for previous toll road projects, where it was found that drains became clogged or did not work. The poor quality of storm runoff from highways will be eventually discharged into the creeks and the ocean, no matter how many catch basins are constructed. I would like to see the TCA prove the efficacy of their water quality mitigation on the other parts of the OC system, to document it. The DEIS/SEIR tells us to have faith. How about a little science to back that up? As right now the watershed of the San Mateo is almost completely wild and undeveloped, any discharge of untreated waters into the system will significantly and unavoidably affect the water quality of the creeks and the ocean at San Onofre State Park.

Wildlife, Fisheries, Vegetation. The document does outline the destruction planned as a result of habitat fragmentation, invasion of non-native plant species, loss of valuable nesting, foraging, denning areas, and destruction of wildlife crossings. While fences, undercrossings and bridges do help, it should be noted how woefully deficient these mitigation measures proved to be on other toll road stretches. Deer, like humans, do not like to walk through dark cement tunnels for fear of predation. Fences degrade, break open. Animals cross the freeway at-grade and are killed by the hundreds. This is a significant and unavoidable adverse impact and cannot be dismissed. The body count from the North Foothill 214 is evidence enough.

Replacing destroyed acreage one-to-one with restored or protected land is a good idea, but it is not a one-to-one exchange. These mitigation areas are generally degraded and must be restored over a long period of time, which means the net loss, even temporary, would significantly impact birds, reptiles, and mammals from maintaining their foothold in an already tenuous environment. As well, the Donna O'Neill Land Conservancy and San Mateo Campground Area were set aside as mitigation for past projects, and are now on the chopping block for this one. The DEIS/SEIR does not mention this interesting conundrum.

Threatened and Endangered Species. The Toll Road Extension will adversely affect four threatened and endangered species, without any substantial mitigation proposed. This alone should be reason enough to deny the project. Other species such as the Southern Steelhead Trout and the Pacific Pocket Mouse should be added to the unmitigatable list, making six.

Socioeconomic and Growth Inducing Impacts. The question of growth inducement from toll road construction is not adequately dealt with in the DEIS, as mentioned before. It is obvious that land adjacent to a new toll road becomes far more economically feasible for development. This needs to be quantified. Also, the effect on property values for developed areas directly adjacent to the corridor should be better addressed. With the addition of noise and visual blight, how can you compare that with a property that now looks off on ranch and wilderness with nothing but coyotes for neighbors? Also, please quantify the effect on property values from living in an area that will have major secondary traffic growth. As a result of this project and its friend the Ranch, areas throughout Ladera, Coto de Caza, Mission Viejo, San Juan Capistrano, and San Clemente will be inundated with side trippers that did not exist before. The DEIS must hold the Toll Road responsible for the addition of 50,000 people to the region, and all the associated effects of that transition.

Air Quality. To claim that the proposed project will improve air quality with regards to CO and HC is specious. This again is a growth inducement issue. To bring thousands, maybe millions of new car trips into an area that had none will increase HC, CO, NOx significantly.

Land Use. The toll road and its friend the Ranch Plan are inconsistent with adopted land uses, and the General Plan Amendment required to convert what is now open space and agricultural land would be a significant and adverse impact of this project, and should be addressed better in the document.

Recreational Resources. The loss of San Mateo Campground, damage to San Onofre State Beach, as well as impacts to the proposed San Juan Creek Regional Park, San Juan Creek Trail, the Cristianitos Trail, among others are only further reasons to deny the project. You cannot replace Trestles. You cannot make another Donna O'Neill Land Conservancy. The DEIS has to admit the damage the project will bring.

On the basis of my comments, I recommend to the County Board of Supervisors to delay this project so the necessary baseline studies can be brought up to speed, in order to comprehensively plan for this special last vestige of wildness for Orange County. The Foothill South Extension is nothing but a favor to the RMV developers, and is a private road using public money and resources, and degrades the quality of life for anyone who so much as passes through the region.

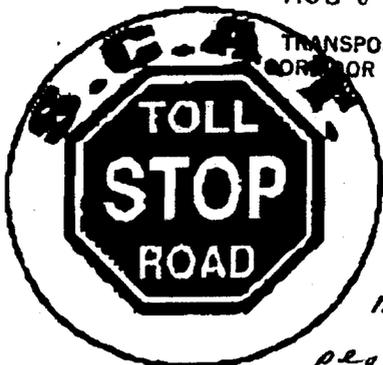
Thank you for the opportunity to comment.

Jack Eidt

A handwritten signature in black ink that reads "Jack Eidt". The signature is written in a cursive style with a long, vertical tail on the letter "j".

RECEIVED

AUG 06 2004

TRANSPORTATION
COORDINATOR AGENCIES

San Clementeans Against the Tollroad
113 Via Toulga
San Clemente, CA 92672-5720
949-498-2234

I don't know how you sleep at night realizing what a tollroad does to people places and things.

What is EIR 123? Who were the people that certified it? How much were they paid and who paid them?

What happened to the Modified C alignment renamed CP by the TCA according to the DEIR?

If you gave it a new name then give the dates and times all studies of the new name (alternative route) were done in the EIS?

Who voted for the SOCTIP, NEPA, SECTION 404, CLEAN WATER ACT OF 1996, names of, who paid them and how much?

The 6 alternative routes evaluated from August 1999 to November 2000. Please list agency member names from the FHWA, EPA, ACOE, USWS, NMFS, CALTRANS, that approved these routes with who paid them and how much?

LIST THE agencies, people, whoever gathered statistics on growth, residents, jobs and their credentials along with who paid them and how much?

Who are the members of SCAG, and SANDAG and when and how did a non-competition agreement come about - dates who paid and how much?

Who are the CEQA objectives members, also who paid them and how much?

Why are all the alternative access routes going to the I-5 when the need for a north-south route is needed?

Explain ES2.3 and HOV?

What about the Ortega corridor with MPAH arterials, Antonio, La Pata, Cristianitos, Hwy 76 + Hwy 78, etc?

Why not another government action such as the ranch plan being purchased and becoming a conservancy, great park, just left as is, using bonds?

The transportation planners from the DSMP (1989) and the OCTA, list of names who pays them and how much?

Department of Transportation Act of 1966 Section 4F eliminates Green and Purple, Lavender routes.

How can a private agency ruin a state park?

The first baptism site in California can not be mitigated. How do you mitigate an Indian burial ground? The last undisturbed watershed in Southern California is listed in the top 10 of environmental hot spots, please justify a road built through it?

Who is the Secretary of Transportation, who will pay him to read the EIS and how much?

Alternatives Red, Yellow, Blue, are nothing more than a bunch of B.S. I want physical evidence that environmental studies were ever done? Show me your wells drilled, bird gages, plant stakes, survey markers, any example that are exactly like you did for the Purple (Ha! Ha!) CP?

Also the exact dates that studies were done from the purple alternative route regarding plants, animals, weather, drought-wet year comparisons, fires natural and man made?

List the environmentalists, biologists, etc. names with credentials and who paid them and how much?

Show proof that the history of toll roads solve problems, are ever paid off, don't cause more costs, growth, pollution, loss of quality of life?

S.C.A.T. believes that the TCA is developer driven does not have residents, home owners, recreation, any environmental concerns at our interest.

Why such important issue / decision is not voted on is another sign that growth and money is all that matters.

See ya in Court!

Don Kung
107 AVE SAN DIEGO
SAN CLEMENTE CA

82672
HKWoon@cox.net



Automobile Club of Southern California
Public Affairs

Facsimile Transmittal

DATE: AUGUST 6, 2004
TO: MS. MACIE CLEARY-MILAN
ORGANIZATION: TCA
FROM: HAMID BAHADORI
FAX: 949/754-3467 PHONE: 714/885-2326
NUMBER OF PAGES INCLUDING COVER SHEET: 3

Message:

HI MACIE!
ATTACHED IS OUR COMMENT LETTER FOR FTC
SOUTH. WE FAXED THIS COPY TODAY TO MEET
YOUR DEADLINE. THE ORIGINAL WILL BE SENT VIA
U.S. MAIL.
WILL YOU ALSO PLEASE MAKE SURE THAT ALL
F/ETC BOARD MEMBERS GET A COPY AS WELL?
THANKS!

Hamid



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

August 6, 2004

Ms. Macle Cleary-Milan
Deputy Director, Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

Subject: Draft EIS/SEIR for South Orange County Transportation Infrastructure Improvement Project (SOCTIP)

Dear Ms. Cleary-Milan:

The Automobile Club of Southern California supports the completion of the Orange County toll road system by extending the Foothill Transportation Corridor from its current terminus at Oso Parkway to the I-5 freeway (commonly known as Foothill South). We believe that the proposed project is needed to maintain and improve mobility and safety for current and future residents, businesses, and visitors in south Orange County.

Traffic congestion on I-5 in south Orange County is severe now, and its getting worse every year. Continuing growth in Orange County's population (which is expected to increase by another 550,000 over the next 15 years) and increased inter-regional trips require new and improved transportation facilities, like Foothill South. Without Foothill South, traffic volumes on I-5 are projected to increase dramatically, with a 60% jump in the San Clemente area by 2025. This increase in traffic congestion will result in more air pollution, a lower quality of life, and diminished economic potential for the region.

Significantly widening I-5 to adequately handle increasing traffic and reduce area congestion is not a realistic option. Such a project would be much more expensive, with cost estimates over \$2.4 billion; it would be more disruptive to local communities, with the relocation of more the 830 families and hundreds of businesses; and, because it lacks a dedicated funding source, it would not likely receive funding approval for decades. The proposed extension of the Foothill Transportation Corridor offers a much more cost effective and financially viable alternative with significantly less adverse impacts to residents and businesses.



Draft EIS/SEIR for SOCTIP – Page 2

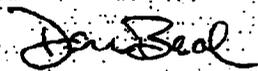
In supporting the general Foothill South project, we are not recommending a specific alignment. However, of the nine alternatives considered, the three easterly routes appear to offer the greatest mobility benefits, the least community impacts, and among the most reasonable cost estimates.

Whichever final project and alignment is selected, complete and adequate measures must be taken to minimize the impact on the environment, including natural areas, native plant and animal species, and water quality. The TCA has demonstrated its expertise and success in mitigating environmental impacts in and around its 51 miles of current toll road corridors. The Auto Club urges the TCA to continue its successful track record of mitigating construction activities and project impacts throughout the Foothill South corridor. It is also important to note the EIS/SEIR was prepared in a collaborative process with federal and state resource and environmental agencies to ensure that all of their comments were included and their concerns addressed in the final draft document.

California's mobility is declining in the face of reduced transportation investments, growing population and commerce, and wear and tear on our streets and freeways. If we fail to adequately maintain, improve, and expand our transportation network, our whole economy and quality of life will be at risk. Maintaining and improving mobility and safety in southern California calls for maximum and efficient utilization of limited public and private resources. The proposed extension of the Foothill Transportation Corridor is a strong step in the direction of maintaining and improving our quality of life and economic prosperity.

We look forward to our continuing partnership with the TCA and other transportation interests to move this project forward and to improve mobility and safety in Orange County. Please let me know if you have any questions or need any additional information. Thank you for your attention to this important matter.

Sincerely,



Dan Beal
Managing Director
Public Policy

c: F/ETCA Board of Directors

Isabel Stuewe

To: www.thetollroads.com

We are so against the continuation of the 241 Toll Road!!! We have enjoyed camping at the San Mateo campground for years, and now our children are bringing their children to this beautiful park. What a disaster it would be to take away this lovely, closeby campground for so many young families as well as retired people. We have signed petitions against this extension, we have sent letters -- what more can we do? Is anyone listening to all of us who keep saying NO to the extension?

Hopefully, this will be put to rest soon, and we can all rest more easily when we are camping at San Mateo.

Isabel Stuewe

*Isabel Stuewe***RECEIVED**

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

Account Options...

Languages...

Sent

Message: 6 of 144

From: Rob
To: <laureenmetcalf@tarbell.com>
CC:
Date: Mon, 2 Aug 2004 09:19:54 -0700
Subject: 241 toll road

TCA
attn: Draft FIS/SEIR

I have lived in San Clemente for 30 years
We have NO need for the 241 Extension
Residents of South Orange County will NOT benefit
Your "study" of 1100 residents is tottally wrong
The makers of the "survey" wrote the script to confuse the respondents
The "survey" does not even address the facts that affect people
Why poll people from other parts of orange county that will NEVER use the extension
Losing 750 homes and over 100 business, what planet are you folks from???
There is NO need for this extension, except to generate \$\$\$ and jobs for the parties
involved
I am sure NONE of them live here!

1

Rob Stoddard
Principal Networks, Inc.
The Stoddard Group, Inc.
30448 Rancho Viejo Road
Suite # 189
San Juan Capistrano, CA 92675
voice 949-218-9036
fax 949-218-9047

Sent

RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

To Whom It Concerns:

I strongly oppose the plan to build on Pico Ave. in San Clemente.

This plan disrupts our city in a negative way, by going against our beach and ocean landscape with the noise and pollution from the road. It is also unsightly.

Sincerely, Kathy Karapetian
613 Calle DeSoto San Clemente

RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

To: Transportation Corridor Agencies
Attention: Ms. Macie Cleary-Milan, Deputy Director, Environmental Planning
125 Pacifica
Irvine, CA 92618-3304

(Web Site: www.thetollroads.com)

I oppose the Central Corridor alternative that is described in the Environmental Impact Statement prepared for the proposed South Orange County Transportation Infrastructure Project.

Additional Comments: NO, NO, TOLL ROAD ALONG

AVE. PICO OR VISTA HOLMOSA,

ALTERNATE PLAN ~~AND~~ USE CAMP PENDELTON
TO I 5.

Respectfully submitted,

Name BEN DASHTI

Address 2217 AVE. PLATANAR

SAN CLEMENTE, CA 92673

August 6, 2004

To: Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine, CA. 62618

RECEIVED

AUG 06 2004

TRANSPORTATION
CORRIDOR AGENCIES

From: Kem Nunn
31522 Eagle Rock Way
Laguna Beach, CA. 92651

Re: DEIR Foothill Toll Road

To Whom It May Concern,

I surf at Trestles and the trails at San Onofre Beach several times a week and I have been surfing the beaches of Southern California for more than forty years. This is of enormous value to my health and well-being.

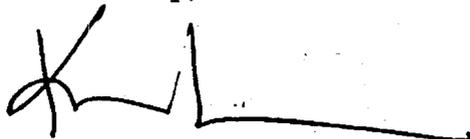
I am completely disheartened to hear of possible road development through the San Mateo Creek area. That cliffs of ocean sage scrub, a natural creek zone, and the ocean meet together is a beautiful thing---quite unusual in Southern California which has already been painfully overdeveloped.

A major tollroad will remove important vegetation and bring more pollution to our already fragile ocean. And it will likely bring more development to the area which in turn will cause more pollution problems.

I hear that the draft environmental impact statement does not adequately take into account the potential impact of road development on the quality of surfing at Trestles and San Onofre.

Again, I am completely against the installment of another major roadway through the area.

Sincerely,



Kem Nunn

We urge you to voice your opposition
to the above alignment variations.
Please clip and mail this comment card by August 10, 2004.

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3504

ACTION IS REQUESTED NOW!

The Central Corridor and the (2) La Pata
Variations are opposed by the following local
Homeowner Associations:

- Marblehead Community Association
- Pacifica San Clemente Community Association
- Stoodmoor San Clemente Community Association

Paid for by the Marblehead Community Association

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments
of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-
ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed
alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name CHARLES POWELL Address 14 VIA CANCHA

Signature Charles Powell

RECEIVED
AUG 06 2004
TRANSPORTATION
CORRIDOR AGENCIES

Paid for by the Marblehead Community Association

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT

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- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name Jane E. Adams Address 5 Avenida Cristobal, S.C. CA 92673

Signature [Handwritten Signature]

AUG 06 2004
TRANSPORTATION
CORRIDOR AGENCIES

We urge you to voice your opposition to the above alignment routes. Please clip and mail the attached comment card by August 6th to:

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

ACTION IS REQUESTED NOW!

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT!

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

RECEIVED

AUG 06 2004

TRANSPORTATION CORRIDOR AGENCIES

Name Dean Fay Address 42 Via Ceramica, S.C. →

Signature  92673

- **Do not have to be homeowners**
- **No age restriction – School age comments welcome!**
- **Multiple family members? Take home comment card, copy, return cards to petition tables @**

ALBERTSON'S – Pico/Vera Cruz
ALBERTSON'S – Pico/Frontera-Presidio
LOWE'S – Pico/Vera Cruz

Hours: SAT. 9-6 and SUN. 11-5

We urge you to voice your opposition to the above alignment routes. Please clip and mail the attached comment card by August 6th to:

Transportation Corridor Agencies
Ms. Macie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

ACTION IS REQUESTED NOW!

EMERGENCY RESPONSE CARD FROM A SAN CLEMENTE RESIDENT!

We are opposed in the strongest possible terms to the Proposed Toll Road Alignments of the Central Corridor (CC), Central Corridor Avenida La Pata Variation (CC-ALPV), Alignment 7/Avenida La Pata Variation (A7C/ALPV). These proposed alignments will have or create:

RECEIVED
AUG 06 2004
TRANSPORTATION
CORRIDOR AGENCIES

- A Significant Negative Impact on my Lifestyle
- Declining Property Values
- Relocation of thousands of my neighbors
- Relocation or Loss of Hundreds of Local Businesses
- Visual Blight
- Put San Clemente High School in Jeopardy!

Name Nicole Chonestudy Address 40 Via Ceramica, San Clemente

CA 92673

Signature Nicole Chonestudy

- **Do not have to be homeowners**
- **No age restriction – School age comments welcome!**
- **Multiple family members? Take home comment card, copy, return cards to petition tables @**

ALBERTSON'S – Pico/Vera Cruz
ALBERTSON'S – Pico/Frontera-Presidio
LOWE'S – Pico/Vera Cruz

Hours: SAT. 9-6 and SUN. 11-5

REC'D JUL 29 2004

Donald M. Thompson
307 Calle Pueblo
San Clemente, CA, 92672
949 361 5905

7-28-04

Transportation Corridor Agencies
Ms. Macie Cleary-Milan, Deputy Director
Environmental Planning
125 Pacifica
Irvine, CA, 92618-3304

I reject the entire TCA Proposal for extending the 241 toll road. To even consider eliminating hundreds of houses and businesses is ludicrous and without merit. The following statements are my reasons.

Low Number of Flyers Issued. My information is that only 900 were issued. Many of our acquaintances are not aware of the TCA plans. The result is that the possible level of complaints is reduced. This then is a politically underhanded way of getting the proposal accepted. My opinion is that if the TCA had issued more flyers, there would be an immediate effect on housing prices in the whole area with many more accompanying complaints.

Removal of Houses. California cannot afford to lose housing. There is no replacement of these houses because of the well-known housing shortage in California.

Plight of the Owners of the Removed Residences. Where will these people go? Most probably will have to leave the coastal area or leave the state completely destroying their desired way of life. That government agencies would even consider this situation is beyond comprehension.

Community Environmental Impact. There is no mention of the effects of heavy traffic on the Pico alternative. There will be a large increase of noise, vehicle emissions and destruction of the scenic area. I do not accept this as a rational choice. At the least, an environmental impact report should have been reported.

An old saying comes to mind. The price of liberty from your government is eternal vigilance.

Sincerely,


Donald M. Thompson

REC'D JUL 29 2004

July 23, 2004

Transportation Corridor Agency
Draft EIS/SEIR Comments
125 Pacifica, S. 100
Irvine, CA 92618-3304

Re: Foothill South Toll Road Expansion

To Whom It May Concern:

We are writing to express our deep concern regarding the possibilities presented for the Toll Road expansion into San Clemente. As residents of the Pacific Crest community, we are horrified at the prospect of any expansion that would require the removal of homes or the development of the toll roads through our neighborhood. These would obviously be extremely detrimental to both our property values and our quality of life. We question why those options would even be considered when there are other options affecting no homes or neighborhoods? Is it fair to force us to consider selling our homes and uprooting our lives? If so, why should we be unwillingly subjected to a more expensive property tax bracket in order to own a comparable home? Pico Boulevard has already become stressed with traffic from the Talega development. Encouraging any more traffic to this area seems like simply adding fuel to the fire.

We strongly support the Green & Purple options of connecting the Toll Road directly to the 5 through the un-populated back country of San Clemente. No homes will be affected and there will be direct access to the 5 without overburdening side streets and dissecting our lovely city.

Thank you for your attention to our concerns.

Sincerely,



Ed & Rebecca Thomas
52 Via Sonrisa
San Clemente, CA 92673

Cc: Governor Arnold Schwarzenegger
Senator Bill Morrow
Senator Ross Johnson
Assembly Member Patricia Bates
Susan Ritschel, SC Mayor
Joe Anderson, SC Mayor Pro Tem
Jim Dahl, SC City Council
Stephanie Dorey, SC City Council
G. Wayne Eggleston, SC City Council

Michael G. Ritchie
Division Administrator
Federal Highway Administration
980 Ninth St., Suite 400
Sacramento, CA 95814-2724

Michael Lodyga
1100 Farmington Dr # 86
Vacaville, CA 95687

June 24, 2004

Dear Mr. Ritchie:

I value the clean surf, natural open space and livable communities of South Orange County. The proposed Foothill-South Toll Road threatens all of these.

I am concerned that the Transportation Corridor Agencies (TCA) has presented their toll road as a done deal even before your agency has completed its environmental review of all transportation alternatives. Please ensure that the TCA answer all of the tough questions about their toll road.

The Foothill-South Toll Road would cause tens of thousands of new houses to be built in South Orange County. Increased urban sprawl will cause local traffic gridlock, pollute our creeks and surf, and ruin our quality of life. The toll road and the development it would induce will kill endangered species and threaten their recovery, destroy open space and ruin state park.

I ask that Federal Highway Administration analyze:

- the validity of TCA's traffic projections
- the increased development the toll road would induce
- the increased local traffic caused by the toll road and the development it induces
- the water quality impacts for wetlands, creeks and surf caused by the toll road and the development it induces
- impacts on San Onofre State Beach, Cristianitos and San Mateo Creeks and Trestles Beach
- the loss of and damage to natural open space and habitat caused by the toll road and the development it induces
- impacts on the survival and recovery of the threatened and endangered species
- We can solve our traffic problems more efficiently, more economically and more sensitively.

Sincerely,

Michael Lodyga

RECEIVED

JUN 28 2004

BY FHWA

P.S. If money was the most important thing to us all -
We wouldn't need one another for help. We need yours.

Transportation Corridor Agencies
Ms. Marcie Cleary-Milan
Deputy Director-Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

July 28, 2004

REC'D JUL 30 2004

Dear Ms Cleary-Milan:

I have the following questions on Foothill-South Draft EIS

1. Why did you not hold formal "open house" meetings at San Clemente HS etc to discuss the 4 Alternatives involving Avenue Pico before release of the Draft EIS? Since you did not, I believe a second Public Hearing for people living in this vicinity is required.

Note: In canvassing this area, the vast majority of people were shocked that these alternatives were carried forward. (If people do not get or read the Sun Post, they would generally not be aware), The last record I have of a formal meeting is a "scoping" meeting at the Methodist Church held over 3 years ago!

The idea of sending notices to just people within 500 feet of an alternative is not appropriate for this area. For example, the Avenue Pico Freeway alternative would obstruct or harm the view of several hundred people causing \$10's of Millions in lost property value.

My above comments, on the need for formal open house meetings and expanding the 500 foot notification area are based on my experience as lead person on two Caltrans EIR's in the late 1980's involving similar issues.

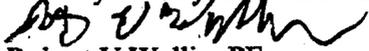
The toll road needs to connect at the County Line regardless of other improvements.

To reduce costs, any Route 5 improvements should be considered using 11 foot carpool lanes with a 2 foot center buffer and 3 or 4 foot freeway buffer with 11 foot freeway lanes.

All of the arterial improvements are dead on arrival. The traffic on Ave Pico would be a disaster.

Avenue Pico needs to be widened under the Route 5 Freeway regardless of Alternatives. The traffic analysis needs more refinement such as lane capacity, storage and freeway weaving problems between Vista Hermosa and Ave Pico.

Thank you for your consideration;


Robert V Wallin, PE
1102 Calle Venezia
San Clemente, CA 92672
949-498-7996

Michael G. Ritchie
Division Administrator
Federal Highway Administration
980 Ninth St., Suite 400
Sacramento, CA 95814-2724

March 26, 2001

Dear Mr. Ritchie:

I value the clean surf, natural open space and livable communities of South Orange County. The proposed Foothill-South Toll Road threatens all of these.

I am concerned that the Transportation Corridor Agencies (TCA) has presented their toll road as a done deal even before your agency has completed its environmental review of all transportation alternatives. Please ensure that the TCA answer all of the tough questions about their toll road.

The Foothill-South Toll Road would cause tens of thousands of new houses to be built in South Orange County. Increased urban sprawl will cause local traffic gridlock, pollute our creeks and surf, and ruin our quality of life. The toll road and the development it would induce will kill endangered species and threaten their recovery, destroy open space and ruin state park.

I ask that Federal Highway Administration analyze:

- the validity of TCA's traffic projections
- the increased development the toll road would induce
- the increased local traffic caused by the toll road and the development it induces
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- impacts on San Onofre State Beach, Cristianitos and San Mateo Creeks and Trestles Beach
- the loss of and damage to natural open space and habitat caused by the toll road and the development it induces
- impacts on the survival and recovery of the threatened and endangered species
- We can solve our traffic problems more efficiently, more economically and more sensitively.

Sincerely,

Ralph Yack
PRESIDENT / ENVIRONMENTAL PROTECTOR

Homeowner: 369 SANTA ISABEL
Newport Beach, CA. 92008

RECEIVED

JUN 28 2004

BY FHWA

June 14, 2004
Macie Cleary-Milan
Deputy Director, Environmental Planning
Foothill/Eastern Transportation Corridor
Agency (TCA)
125 Pacifica
Irvine, CA 92618

REC'D JUL 08 2004

Concerning the proposed Foothill/Eastern Transportation Corridor, I am opposed to the project for several reasons. These are in no specific order to my list, however each is incredibly important.

The first is that the county needs to address the growth issue, and the transportation corridor will not do it. Having lived here now for over ten years the growth in the community is out of control. The county and cities have not looked at the over all picture of the impact to South Orange County. We have no water. Air pollution is greatly increasing. We have infrastructure problems, particularly increasing traffic on highways. Instead of a toll road that only part of the population (aka coto de caza will use) we need a mass transit system such as a subway that will take pressure off of the highways. Washington D.C., New York, Boston, Paris all have working subway systems that people actually use instead of cars. Building new toll roads and freeways are not the answer to the problem. They only encourage the self-destructive status-quo.

Second, I am opposed to the destruction of the San Mateo State Camp Ground and the Cleveland National Forest. The proposal FEM-M, FEC-W, A7C-FEC-M all remove part of San Mateo Camp Grounds. The camp ground is a vital and precious resource to the area. Removing half the campsites and surrounding the campers by major roadways will destroy the serenity of the camp. There is very limited camping in Southern Orange county, and partially depleting San Mateo will only add to the problem. Once the campground is gone we will never be able to replace it. Along with this comes damage to the San Mateo Creek, which will be impacted by run-offs. No one has addressed this issue either.

1

Financially, I am concerned that I will eventually have to pay for a road I will not use. So far, the toll road system in Orange County has been a financial disaster. None of them have broken even, much less made a profit. The San Joaquin toll road has not been able to meet its financial commitments. The 91-toll road has been sold to the state because of its insolvency and I have a feeling the new toll road will end up in a similar state. The proposed toll road only serves a few select communities and developers such as the Rancho Mission Viejo House project, Coto de Caza, Dove Canyon etc. very reminiscent of the 73, which only a few communities use. The price for convenience to these select few was the destruction of irreplaceable natural habitats and a hefty price tag for the rest of us. I do not want to have to pay that again.

If I had to pick a plan (of which none really thrill me) it would be the central corridor plan. It stays closest to Antonio Parkway and does not encourage further growth into the foothills. The central corridor also does not impact San Mateo Camp Ground. However, I encourage that we spend our money on other more productive plans that will actually solve some of Orange County's traffic issues, such as a mass transit system.

Please consider my concerns and the many others that have arisen over the proposed toll road before making a decision that will benefit few and burden many in the future,

Lisa Coffman

LISA Coffman
24632 Eloisa Dr
Mission Viejo Ca 92691

Date.
Scan ^{this letter} individually
GP_Coffman_070804

Wanda

241 Toll Road Comment & Proposal

REC'D JUL 02 2004

To: Draft EIS/SEIR Comments, TCA, 125 Pacifica, Ste. 100, Irvine, CA 92618.

According to the San Clemente Chamber of Commerce, "I-5 traffic is predicted to increase by 60% in the next 20 years", and according to The Toll Roads website, the combined weekly use for the 73, 241, 261 & 133 toll roads is only 280,000 cars.

With this in mind, extending the 241 and connecting it to I-5 will add congestion to I-5 and will service a small percentage of a developing area without providing a long term solution to traffic congestion. We are extending the current model of building ever more roads for development dreams without facing the reality of more roads equals an invitation for more traffic. 280,000 cars per week is not a great usage number for 4 toll roads and provides no indicator the real problem of long term traffic movement and congestion has been resolved.

An alternative I have not seen discussed, is to implement a Southern California version of the San Francisco Bay Area Rapid Transit system, (B.A.R.T). This type of people mover is in use in Washington DC., Chicago, Detroit and in many parts of the world.

I feel we must look to the future and extend this type of system into something more realistic for the lifestyles of Southern California residents to address our traffic congestion needs and at the same time maintain the quality of life of our residents.

Consider a two tier system as follows:

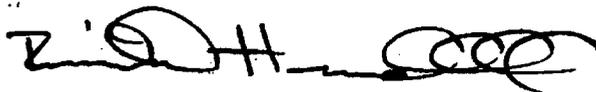
Tier 1: A ubiquitous system connecting all of the towns of Southern California, whose use has cost savings over car ownership + fuel usage and provides congestion-less travel allowing easy connectivity to any significant area. It could consist of B.A.R.T. like subway trains for major movement and then trolleys or some other small transit system which would take advantage of the beautiful views available. Existing right-of-ways could be used both above and below the I-5 and other traffic conduits.

Tier 2: Use of existing highway system, without any further major expansion.

The 241 toll road has been under discussion since 1981, 23 years, and the best idea we have today is to maintain the status-quo as far as traffic management goes. I have to ask where we would be if we had spent the last 23 years implementing an appealing and evolutionary Rapid Transit System to serve the entire Southern California area.

This system allows for future development, car travel if needed, cost effective long distance movement for most personal travel, vast entrepreneurial involvement in the system development, implementation and management, and the preservation of Southern California as a place of beauty and attraction.

Thank you,



Richard Herdell
216 W. Paseo de Cristobal
San Clemente, Ca. 92672
rwherdell@cox.net

Date -
 Scan separately.
 GP_Huizenga -
 063004

DONALD L HUIZENGA
 JULIE M. HUIZENGA
 27 ACANTHUS
 RANCHO SANTA MARGARITA CA 92688
 Phone: 949-709-4590; FAX: 949-770-5079

June 28, 2004

Transportation Corridor Agencies
 Ms. Macie Cleary-Milan, Deputy Director
 Environmental Planning
 125 Pacifica
 Irvine, CA 92618-3304

REC'D JUN 30 2004

Dear Ms. Cleary-Milan:

We are writing as interested parties on the Draft EIS/SEIR project, in response to your letter of May 7 2004 soliciting comments from residents of the project area. The Orange County Register reported that at the public meeting at Tesoro High School on June 19 "among the 70 people that spoke, the majority opposed ALL six of the proposed routes." Please consider our views before this critical decision is made.

Let us provide some background that will help you understand why your decision impacts so greatly all the residents living along Oso and Antonio Parkways. We have been South Orange County residents for a little more than a year, after living in North Orange County for the previous nineteen years. We purchased a single family home within view of the intersection of Oso and Antonio Parkways. When we purchased the home we did not realize the heavy amount of traffic through this intersection, and at nearly all hours of the day and night. And it has increased during the past year. It has become clear that motorists traveling north or south on I-5 or on the 241 tollway use Oso Parkway to connect to other surface routes north and south, since the tollway now ends at Oso. From our windows we view many commercial and construction vehicles, even fully loaded car carriers, among the traffic. At 8:00 am we have counted 100 vehicles on the East Side of this intersection, stopped in the two left turn lanes and the four West bound through-lanes, waiting for the signal change. Eastbound traffic on Oso faces an incline from Antonio, where poorly timed signal lights regularly create stopped traffic in a similar number of lanes, which then heavily accelerates from the green light, roaring past our back yard and bedroom windows about every forty seconds. To make matters worse, a few months ago the City of Rancho Santa Margarita planted yet another signal light at Morning Trail, about two hundred yards east of Antonio, also with no apparent coordination with other signals, creating another barrier to the free flow of traffic. It is obvious from the heavy acceleration from these lights, that motorists are infuriated by these mindless traffic impediments. The motorcycle traffic, especially on weekends, makes the backyard an unpleasant place to be.

To alleviate some of the noise in the upstairs rooms facing Oso Parkway, we have invested over \$3,000 in rolling exterior shutters. This diminishes the noise somewhat, but does not eliminate it, and obliterates the view of the mountains. Other upstairs bedrooms that face this intersection also receive constant heavy noise at least 18 hours per day. We rarely open our windows.

With that background, we are sure you will appreciate the importance we place on the decision that is made on the project under your consideration. The outcome directly impacts our quality of life. Of the three proposed alternatives, widening I-5, extending the 241 or widening Antonio Parkway, we believe there is one solution that far outweighs the others in achieving the goal of traffic enhancement at the most efficient cost. To underscore the urgency of a solution, an article on the front page of the Local section of The Orange County Register, June 12, 2004 issue, reports that nine new neighborhoods are planned for Rancho Mission Viejo land, totaling 14,000 new homes. Providing for the inevitable increase in traffic from these added residents should be a precondition to building these homes. Your decision directly affects this issue.

Transportation Corridor Agencies
Page Two

We believe that extending the 241 tollway, from its present terminus at Oso, to I-5 near the San Diego County line, as originally planned, will best serve the traffic needs of the area, both for the short term and for the long term. As a secondary future project, the widening of I-5 has merit.

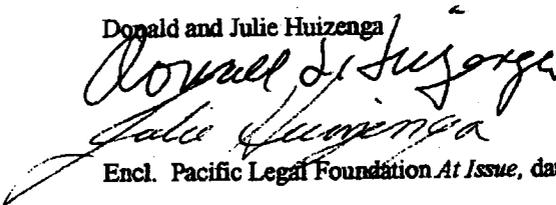
As a corollary to the traffic issue for the entire area, we stress that the single most significant factor in the improvement of traffic flow and reduction of congestion is the systematic coordination of the timing of electric traffic signals.

The US Army Corps of Engineers has also solicited comments on preferred alternatives to the proposed project, and listed among their evaluation factors "the needs and welfare of the people." It should be obvious to rational people that the needs of taxpaying motorists and homeowners outweigh the need to protect nature's little creatures and their habitat. Surrendering to environmental extremism in this area is a costly mistake, which we urge you to resist. Please see the enclosed article of May 2004 from *At Issue*, published by the Pacific Legal Foundation, which bears on this subject.

We invite you to tour our neighborhoods to verify what we have described. We will be following with great interest the position you take in this matter.

Very truly,

Donald and Julie Huizenga



Donald and Julie Huizenga

Encl. Pacific Legal Foundation *At Issue*, dated May, 2004

cc: email to www.thetollroads.com

cc: U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch
ATTN: Susan A. DeSaddi
P.O. Box 532711
Los Angeles, CA 90053-2325

May, 2004

Rescuing Liberty

At Issue

3900 Lennane Drive, Suite 200 • Sacramento, CA 95834 • (916) 419-7111

PLF Making Headway in Exposing Endangered Species Act for What It Really Is: *A Bad Law*

If a private corporation spent billions of shareholder dollars, yet had a failure rate of 99.9%, the principals of the corporation would be fired, taken to court, and probably carted off to prison for misuse of funds. Yet, the same thing can happen in *government*, and people seem to turn a blind eye to the problem! The federal government's brutal enforcement of the Endangered Species Act is a classic example.

The degree to which the ESA has failed the American people is reflected in a study Pacific Legal Foundation commissioned from the Montana-based Property and Environmental Research Center concerning the true costs of the ESA. The results of this study are so astounding that even members of Congress, like Congressman Richard Pombo of California, are calling the law "broken." Here are just a few of the findings:

Federal regulators have told Congress that enforcement of the ESA costs in the neighborhood of \$610 million annually, *but the true amount according to the study is at least four times higher, totaling into the billions.* The PLF-PERC study also finds that only a few species benefit from these billions of dollars in expenditures—fully 50% of the reported expenditures are spent on only seven species, or just six-tenths of one percent of the Endangered Species list! And the most astounding fact is that the *ESA is not saving species!*

According to the Fish and Wildlife Service as of December of 2003, 1,260 U.S. species were listed as endangered, and only 15 have been delisted in the entire 30-year history of the law. But the agency fails to mention that the majority of the 15 species were delisted because of original listing data errors, such as inaccurate government surveys that undercounted species that were later found to have never been endangered. Other species were saved by state agencies or private organizations. And the fact that salmon protection is eating up the bulk of ESA spending is particularly outrageous in light of PLF's landmark victory in *Alsea Valley Alliance v. Evans*—a federal trial court ruling in 2001 that the coho salmon has been undercounted and *illegally listed* by the government.

But PLF's concern is not just with wasted tax dollars. *The government's enforcement of the ESA has tragically denigrated the value of human life.* For example, in July of 2000, four brave firefighters burned to death waiting desperately for helicopter relief that never came in time because federal regulators were too busy seeking "special permission" to allow water to be drawn from a nearby river that was home to the "protected" Chinook salmon and other potential endangered species.

(more)

The ESA also has helped devastate entire industries—like the timber industry, where at least 130,000 jobs were lost when 900 sawmills, pulp, and paper mills closed in the mid-1990s to protect the northern spotted owl. Additionally, numerous rural communities were wiped out because of the mill closures. Lost jobs and income from the timber industry translated into lost revenue to the local county governments that depended on local taxes for police and fire protection, local road building, health care, and school funding. And as timber workers lost their jobs, small businesses were devastated, such as grocers, restaurants, small retail shops, etc.

PLF's Endangered Species Act Program is systematically putting the ESA on trial to put an end to the human suffering. Here are the major areas we're targeting:

Attacking "Junk Science"—Poorly drafted, the ESA invites the use of "junk science" to justify labeling hale-and-hearty creatures as "endangered" to sideline needed housing construction, agricultural production, and other vital land uses. For instance, in the *Alsea* case noted above, federal officials had been counting only naturally spawned salmon while totally disregarding the millions of hatchery spawned salmon. Though respected marine biologists have repeatedly confirmed that hatchery salmon and so-called "wild" salmon are the same fish, the government had kept the fish count artificially low, thereby maintaining strict regulatory controls over private property as required by the ESA.

PLF now is using the *Alsea* victory as a means of exposing other illegal fish listings such as West Coast steelhead which is illegally listed as "threatened" under the ESA. Stringent ESA regulations resulting from these unnecessary and illegal listings have for years crippled critical parts of Washington's and Oregon's economies.

Limiting Federal Authority—The U.S. Constitution's limits on federal governmental power have not been respected by Congress. Did you know there are many species of plants and animals that ought not fall within the regulatory reach of the federal government? Pacific Legal Foundation is fighting in court to stop the feds from using the ESA as a ruse for taking over local land use control.

Demanding Accountability—Before designating land "critical habitat" for a listed species, the feds are supposed to determine whether the economic burden is heavier than the benefit a listed species would receive from the designation. Unfortunately, this is not always the case. PLF now is challenging bogus critical habitat designations around the country to force real consideration of the human impacts. For example, PLF recently won a federal trial court ruling that invalidated the government's illegal designation of 406,708 acres of critical habitat for the Alameda whipsnake—61% of which was private land, much of which is sorely needed for residential development.

With your continued support, PLF will continue to fight hard to restore the human element to the equation of endangered species protection. Our nation and Constitution demand nothing less.

07/21/04

Ms. Macie Cleary-Milan
 Deputy Director, Environmental Planning
 Transportation Corridor Agencies
 125 Pacifica
 Irvine, CA 92618

REC'D JUL 22 2004

Re: Foothill-South

Dear Ms Macie Cleary-Milan:

We believe that the Central Corridor alternative is completely out of the question. If the 241 Tollway is to be extended to the I-5, then the Far East alternatives have the least impact on the City of San Clemente and its residents. Also, it would appear that the Far East Alternatives would be more economically viable due to their lower costs. Economic viability is a critical issue knowing that the 73 tollway has continuing financial problems.

To expand on the impact of the Central Corridor Alternative we would like to amplify the following concerns:

1. **GEOLOGICAL HAZARDS**

The San Clemente area is known to have geological concerns. The Central Corridor Alternative will come in proximity to **ancient landslides**. It is not known if the environmental impact study has considered the long-range liability aspects of slope failures and ground settling caused by major changes to the existing terrain.

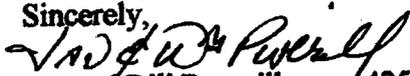
2. **IMPACT ON THE CITY OF SAN CLEMENTE**

The Central Corridor Alternative will have **horrendous impact** on the city. The loss of 593 homes and 106 businesses is only the tip of the iceberg. The village atmosphere, which the city has natured over the years, will be jeopardized and its loss will certainly impact tourism. The reductions in tax revenues from lost businesses, homes and tourism will reduce vital income for the city. With the continuing state financial problems any loss of revenue is of major concern to the city.

The increased pollution including noise, dirt and exhaust fumes will impact the quality of life in the community and will lead to a decline in the attractiveness of the city to businesses and tourism.

If the Central Corridor alternative is selected, the City would have to change their motto from: "Village by the Sea" to "Village by the Toll Road/Freeways".

Sincerely,



Jan and Bill Peverill

425 Calle Robles San Clemente CA 92672

24912 DELOS AVE
MISSION VIEJO, CA 92691
16 JUNE 2004

TCA ENVIRONMENTAL PLANNING
125 PACIFICA
IRVINE, CA 92618-3304

REC'D JUL 02 2004

DEAR SIR:

In reply to your letter of MAY 7, 2004, to interested parties, the DRAFT ENVIRONMENTAL IMPACT STATEMENT, the following information is submitted:

I live in Mission Viejo, Arroyo Hills area, on the mountain side of I-5. I have lived here for approximately 30 years (an original homeowner). The last widening of I-5 increased the noise level in my back yard which looks down on I-5, to approximately 80 Decibels. The particulate pollution has also increased immensely. My white painted house has to be rinsed off periodically to get the black soot particles ^{off} of the stucco and both inside and outside furniture continuously vacuumed and washed or wiped-off. The quality of life in this area along this freeway has been so greatly eroded that the City of Mission Viejo has agreed to build a sound wall/particulate barrier along the eastern side of the freeway, on homeowners property, between Alicia and LA Paz off ramps, to cope with these environmental problems. I have also heard that the highway widening had affected the stabilization of the soil ^{on the northern ex.} causing pools, home slabs, patios, etc. to crack and slide/move towards the areas where hillside land had been removed to widen the freeway. Enclosed is a LATimes article of 30 June 2004, documenting the particulate pollution problems from vehicles on roads/freeways. H... MCTA

550 South Main St, Orange, Ca. has the Noise Assessment Study conducted 11-14 APRIL 2000 at 10 sites along the Freeway between Alicia + LAPAZ OFF RAMPs listing Measured and modeled Noise Levels at these 10 sites which range from a low of 65.9 to a high of 76.5 Decibels.

Hopefully this information can be useful to your impact report. As you can tell, I'm not in favor of widening I-5. I would vote to extend the existing Foothill Transportation Corridor to where it joins I-5 just north of Camp Pendleton or a joining point where the cost ^{is the least} and area environmental impact is the least affected.

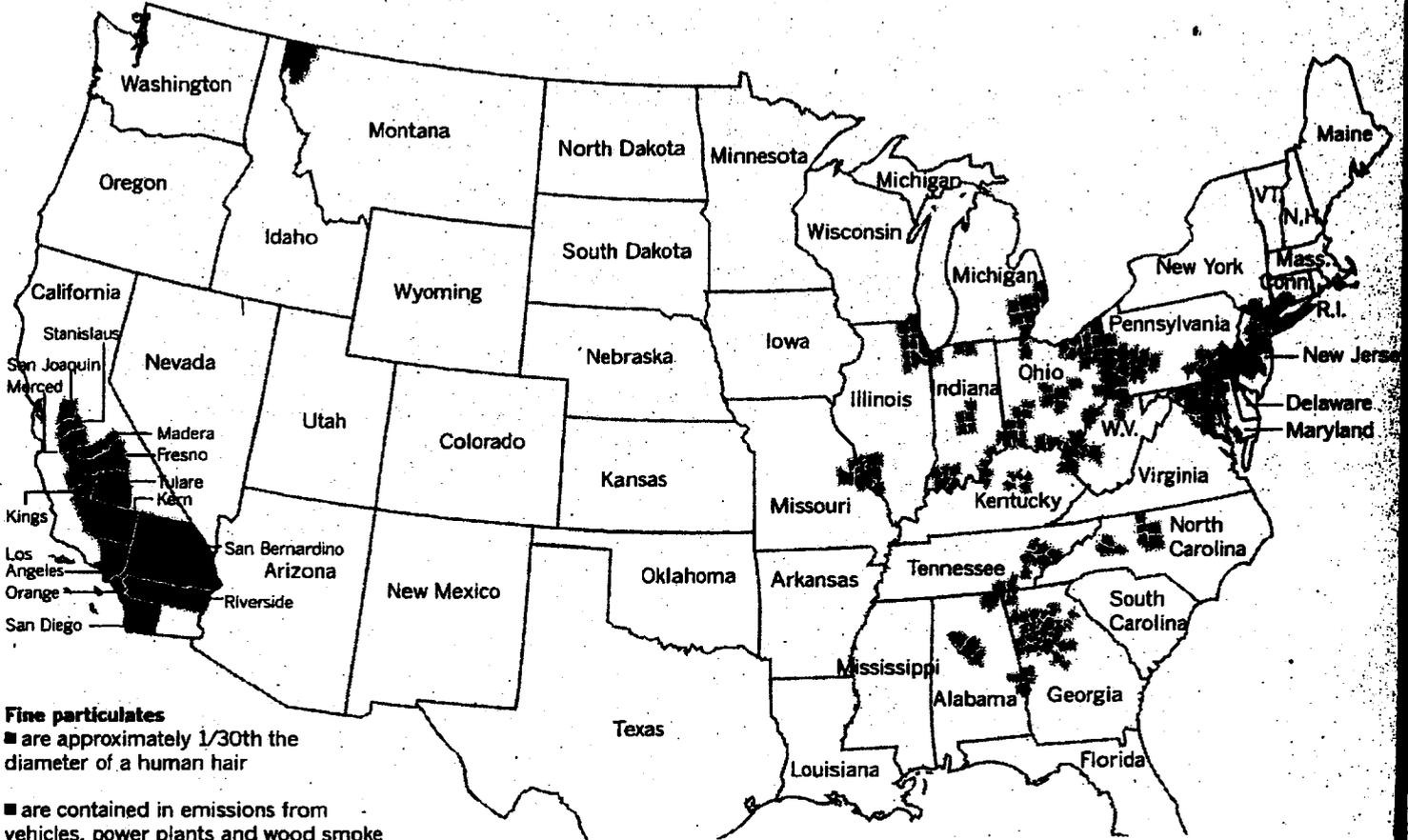
Respectfully Submitted
 Alan F. Libbeck Jr

REC'D JUL 09 2004

Particulate pollution violators

The Environmental Protection Agency designated all or part of 243 counties as having unhealthy levels of fine particulates, which are particles in the air that are 2.5 microns or smaller and can penetrate deep into the lungs and cause respiratory and cardiac problems.

■ County exceeds new EPA standard



Fine particulates
 ■ are approximately 1/30th the diameter of a human hair
 ■ are contained in emissions from vehicles, power plants and wood smoke

REC'D JUL 02 2001

Source: Environmental Protection Agency

Los Angeles Times

U.S. Tells 13 Counties to Clean Air

[Pollute, from Page B1]
 ducing air pollution for 16 million people in the Los Angeles Basin, which includes Orange County and parts of Riverside and San Bernardino counties. "We have more control over ammonia and some other sources ... but we definitely need stronger federal action to attain the new standard."

Tuesday's results were preliminary. The EPA will make final decisions on which areas have unhealthful particle levels in November after hearing appeals from the states, which proposed that only 141 counties be on the list.

The states will have until 2008 to develop plans to reduce the airborne flecks. Then they must reduce the fine particles to acceptable levels by 2010, though areas can seek an extension to 2015. Those that fail will risk the loss of federal funds.

For three decades, the federal government has been designating communities that violate health-based standards for smog and soot — larger particles. But this is the first time it has designated areas that violate the health-based standards for fine particles.

The standards were set in re-

'Reducing fine particles is the single most important action we can take to make our air healthier for Americans.'

Mike Leavitt, EPA administrator

sponse to research showing that fine particles aggravate lung and heart disease.

But in a case that went to the Supreme Court, a broad coalition of industry groups sued the EPA over the fine-particle standards, delaying implementation of the standards for several years.

Although health concerns provided the primary impetus for reducing fine particle pollution, successful cleanups would also remove much of the haze over cities and rural areas. "The value of this will be seen as well as felt," Leavitt said.

The San Joaquin Valley and the greater Los Angeles area, covering 12 counties, were the

only two regions in the nation that failed both of the standards the EPA used to determine violations, said Wayne Nastri, regional EPA administrator for California and much of the West.

Those benchmarks were an annual average of 15 micrograms of fine particles per cubic meter and a 24-hour average of 65 micrograms. San Diego County also was deemed out of compliance.

State officials had asked the EPA to add Imperial County at the southeast corner of California to the list of violators. But EPA officials concluded that the county passed under both of the benchmarks.

All states with counties on the list will have to show that plans for new roads and public transit systems conform to the air quality goals, and new industrial polluters in the violating areas will be required to use pollution controls. Beyond that, states have leeway to craft solutions to their fine-particle problems.

Although California has a decades-long history of combating air pollution and is ahead of federal standards in many areas, the fine-particle rules probably will require the state to tackle

other sources of emissions that has not focused on in its fight against smog. The solutions may have to be different for separate areas of the state, because the source of the problem varies.

In the heavily urbanized Los Angeles region, 19% of the particles directly emitted into the air come from paved road dust, the EPA said. Pollutants released into the atmosphere also can react chemically to form particles.

Road dust includes soot particles from diesel-burning trucks and buses. Although Southern California officials are taking aggressive measures to reduce diesel pollution in the sources they have authority over, they also have to consider measures such as particle filters to suck up the dust, EPA officials said.

By contrast, in the San Joaquin Valley, historically an agricultural area that has seen a tremendous population spurt in recent decades, 25% of the directly emitted particles come from the burning of farm waste, EPA officials said.

In San Diego, the biggest direct source is ash and other residue from seasonal wildfires (16%), followed by particles from fuel combustion involving home uses such as fireplaces.

B

A

LA TIMES
WED, JUN 30, 2004
CALIFORNIA SECTION
Orange County Edition
PAGE B

latimes.com/california

LA TIMES, WED, JUN 30, 2004
CALIFORNIA SECTION
ORANGE COUNTY EDITION

Region

Told to

Clean

Bad

Air

Los Angeles, Orange and San Diego counties must reduce fine-particle pollution or lose federal funds, the EPA says.

By ELIZABETH SHOGREN AND MIGUEL BUSTILLO
Times Staff Writers

WASHINGTON — The Environmental Protection Agency declared Tuesday that 13 California counties, including Los Angeles, Orange and San Diego, are shrouded with unhealthy levels of fine particles and must reduce the deadly air pollutants or lose federal funding.

As a result of the EPA requirement, air pollution officials in the greater Los Angeles area must develop detailed blueprints to clean the air of the fine

ents of smog.

Nationwide, the EPA concluded that the air in all or part of 243 counties — home to 99 million people — contains dangerous levels of particulate matter, tiny beads as small as one-thirtieth the diameter of a human hair that penetrate deep into the lungs. The EPA has concluded that the particles cause thousands of early deaths in older people and aggravate asthma in children.

The two worst areas in the country were in California: the San Joaquin Valley and the greater Los Angeles area. Except for California, a corner of northwestern Montana and the St. Louis area, all the most polluted counties are east of the Mississippi River.

"Reducing fine particles is the single most important action we can take to make our air healthier for Americans," EPA administrator Mike Leavitt said.

Leavitt said much of the problem of particle pollution could be solved when two of the EPA's new programs — one to clean exhausts from off-road diesel engines and the other to reduce emissions from power plants — are fully implemented.

However, some California officials said they would need more help from Washington to meet the new standards. They said cars, trucks, planes, trains, ships and many of the other sources of particulate pollution are largely regulated by the federal government.

"We can wipe out our entire share and still not address all of these [particle] emissions," said Elaine Chang, deputy executive officer of the South Coast Air Quality Management District, the local agency charged with re-

[See Pollute, Page B7]

REC'D JUL 16 2004

From: Art & Jean Stafford, 315 Calle Empalme, San Clemente. CA 92672

July 14th, 2004

To: Hon. Senators Feinstein and Boxer, Hon. Congressman Ken Calvert

cc. Ms. Macie Cleary-Milan, Deputy Director-Environmental Planning, 125 Pacifica, Suite 100, Irvine, CA 92618-3304.

Subject: Potential decimation of an established residential neighborhood in San Clemente. The destruction to be decided in Washington, D.C., not here...by the Federal authorities who fund the California Transportation Corridor Agencies.

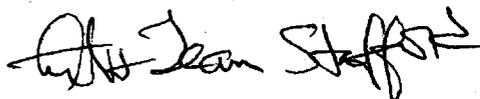
The TCA originally had 18 options for joining the existing 241 tollway to interstate outlets. Despite all the newspaper stories lately about the over-taxed I-5 between Mexico and Canada, the TCA has narrowed the choice of linkage to TWO, a route that would circumvent Talega and join I-5 in Camp Pendleton near Basilone Road or the creation of a new tollroad from Talega down Avenida Pico. The latter connection would be disastrous to San Clemente, as outlined by the TCA itself in its environmental study. It would:

1. Create the loss of 750+ existing homes.
2. Make an already over-taxed Ave. Pico more crowded.
3. Introduce noise, light and chemical pollution into the heart of existing and highly desirable residential developments.
4. Engineers' preliminary cost estimates are well in excess of \$1 billion in current dollars and does NOT include land acquisition (condemnation) costs which would exceed \$1 billion alone!
5. Part of the San Clemente High School grounds would be lost.
6. To exacerbate the traffic, a developer is planning a 12-16,000 home project which would further increase motor traffic.
7. It would divide San Clemente into islands, segmenting elements of the city, one from another. The last great small town in Orange County would be lost.
8. Construction of a Pico-I-5 connector would dramatically disrupt the local area for 2 to 3 years.

On a more personal note, my wife and I are in our mid-70's and hope to die here. Like many other San Clemente residents, we surely would not have chosen this once-bucolic town if we knew it would end up like L.A. with its miles of concrete motorways.

PLEASE help in the fight to convince the Transportation Corridor Agencies to make the more logical connection through Northern Camp Pendleton, connecting to I-5 near Basilone Road and thus disrupting fewer lives at a far lower cost to society.

Thank you for your consideration and help.



June 25, 2004

Ms. Macie Cleary-Milan
Transportation Corridor Agencies
Deputy Director--Environmental Planning
125 Pacifica, Suite 100
Irvine, CA 92618-3304

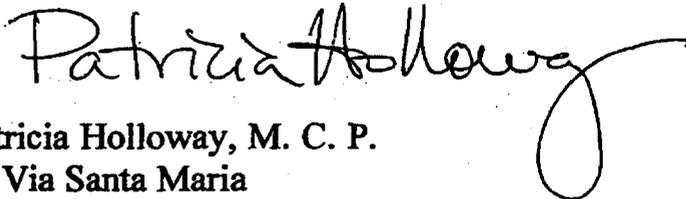
REC'D JUN 29 2004

Dear Ms. Cleary-Milan and the TCA:

I have been a volunteer and board member for The Donna O'Neill Land Conservancy since 1991. In 1990, The Conservancy was set aside as mitigation for the Talega residential and commercial development in San Clemente. A conservation easement was established through an agreement between the County of Orange, the City of San Clemente, and the Rancho Mission Viejo to protect these 1200 acres of old California "in perpetuity". "In perpetuity" means "for eternity" - and yet the Transportation Corridor Agency has proposed three tollroad alignments to run across our ridge lines and watersheds in just a few years. In fact, it is conceivable that The Conservancy could be bulldozed for a tollroad before construction of those shopping centers and 3,800 homes in Talega is even complete.

Conservation easements have been used throughout California and the West as a means of protecting valuable habitat, scenic, and historic resources. How can this legal means of environmental protection be so easily disregarded by the TCA? Are conservation easements and mitigation measures worthless?

Sincerely,



Patricia Holloway, M. C. P.
62 Via Santa Maria
San Clemente, CA 92672
(949) 361-1911 (h)
(949) 429-2666 (o)
PatriciaHolloway@cox.net

Comment Card

Comments on
the Draft
EIS/SEIR for the
South Orange
County
Transportation
Infrastructure
Improvement
Project for the
official public
record:

I surf at Trestles which is one of the
best surf spots in California. Trestles is how
California used to be & if you destroy that what
heritage can California say it has? Why can't we
work on mass transit programs instead of just
building more roads. Other alternatives can be found
Thank you for your time

RECD JUN 19 2004

Name:

Ben Taylor

Address:

27444 Camden #11C

City/State/Zip:

Mission Viejo, CA 92692

Comment Card

Comments on
the Draft
EIS/SEIR for
the South
Orange County
Transportation
Infrastructure
Improvement
Project for the
official public
record

I OPPOSE THE FOOTHILL TOLL ROAD SOUTH BECAUSE IT WILL DEGRADE OUR SURF
AT TRESTLES, THE SAN LUCAS STATE PARK, THE DONNA O'NEIL LAND CONSERVANCY
AND THE RANCHO MISSION VIEJO LAND CONSERVANCY. ONCE THIS LAST SWATH OF
OPEN SPACE IS PAVED, THE DOOR WILL BE WIDE OPEN TO URBAN SPRAWL.
PLEASE FOCUS YOUR TRANSPORTATION EFFORTS ON A COMMUTER RAIL SYSTEM ON THE
S. FREEWAY, CONNECTING SOUTH ORANGE COUNTY WITH NORTH ORANGE COUNTY.

1

Name:

VICTORIA KESWICK

REC'D JUN 19 2004

Address:

871 SABLE

City/State/Zip

LAS FLORES, CA 92688

Comment Card

Comments on the Draft EIS/SEIR for the South Orange County Transportation Infrastructure Improvement Project for the official public record.

I live 650 ft above sea level in south San Clemente - ~~at~~ the junction of Acapulco and Via DeSEO. I am concerned about both sight lines and noise. I can currently see from Trestles far into the San Mateo Creek valley. I am concerned with ^{obtrusive} noise and with destroying what is now a spectacular view. I am totally opposed to this toll road. But if the mis-guided road is approved, am concerned whether I will be able to sit behind my house without being assaulted by the noise, and with views of road bridges & interchanges. Please let me know what is being done to ameliorate these issues.

Name
Address
City/State/Zip

W. THOMAS LIAL
507 VIA DESEO
SAN CLEMENTE, CA 92672

REC'D JUN 19 2004

Comment Card

Comments on
the Draft
EIS/SEIR for
the South
Orange County
Transportation
Infrastructure
Improvement
Project for the
official public
hearing

- ① The rail option for an inland route is not considered. A rail route would change all of the traffic figures.
- ② The proposed toll rd routes FECS will not provide service to most coastal cities since they would use I-5 or Ontario

RICHARD GARDNER
27011 Calle MARIA
CAPISTRANO BEACH, CA 92624

RECD JUN 19 2004

Comment Card

Comments on
the Draft
EIS/SEIR for
the South
Orange County
Transportation
Infrastructure
Improvement
Project for the
official public
record

A lot of great graphs & charts here.

Where is the chart for the proposed
mass transit system that could solve this
problem along w/ some Orange County
re education? It can be done.
Lets see the studies!!!

Name:

KIMI EACARNACIA

REGD JUN 19 2004

Address:

1324 N. Ave de la Estrella, San Clemente, Ca 92672

City/State/Zip

Nicholas Luebbers
14206 Cherrywood Ln
Tustin CA 92780

P266

I am opposed to the construction of the Foothill South Toll Road. In particular, I am opposed to FEC-M, FEC-W, and the A7C-FEC-M alternatives, all of which go through the Donna O'Neill Land Conservancy and the San Onofre State Beach. The impacts which the EIR actually does identify with respect to these resources outweigh any project benefits.

I like to go camping at San Mateo campground. I frequently visit the Donna O'Neill Land Conservancy. These recreation spaces are becoming very few due to the development of the region. I urge you to consider the recreation needs of working people in neighbouring communities.

The EIR fails to take into account the noise and visual impacts of the toll road on the recreational experience. Mitigation proposed in the EIR, which is limited to unspecified toll road crossings, does nothing to mitigate these recreational impacts. The EIR must identify specific parcels of land of high ecological value that would be purchased to mitigate habitat loss caused by the construction of the Toll Road. The SEIR/EIS avoids any discussion of the San Mateo campground and its unique recreational resources. The EIR provides absolutely no mitigation to compensate for this loss. The EIR must specify specific alternative sites it will purchase and provide to the public to compensate this loss.

Yours,



REC'D JUN 19 2004

P267

Wednesday, June 16, 2004

REC'D JUN 19 2004

To Whom It May Concern:

My name is Lori Swenson and I am a long time resident of San Clemente. I live at 140 Avenida Santa Margarita San Clemente, CA 92672

I am opposed to the creation of the Foothill-South Toll Road. In particular, I am opposed to FEC-M, FEC-W, and the A7C-FEC-M Alternatives all of which go through the Donna O'Neill Land Conservancy and the San Onofre State Beach. The impacts, which the EIR identifies, outweigh any project benefits.

The road isn't necessary. I've lived here for many years and have not seen a need for a new toll road extension. It will be underutilized just like the San Joaquin's underutilization. The Foothill South Toll Road would suffer the same fate! This is a project whose cost to the environment and impact on local communities outweighs its benefit.

I have been surfing at Trestles for many years. Trestles is a world-class surfing area. This project would greatly affect thousands of surfers as well as bicyclists, walkers, hikers and beach goers. This is a wonderful beach and community and we don't want to lose our precious beach area to a toll road.

The DEIS/SEIR fails to acknowledge, analyze, or mitigate impacts to surfing quality at Trestles. They also fail to properly analyze impacts on sediment flow, natural beach replenishment, and sand bars, including Trestles Beach at San Onofre State Beach Park. The DEIS/SEIR's conclusion that there are no water quality impacts from the project is fundamentally flawed. No road can be engineered to collect all pathogens, trash, and toxins, which the road generates so that none of these materials enter adjacent waters.

I am strongly opposed to the construction of the Foothill South Toll Road!

Lori Swenson



June 16, 2004

Randy Rock
483 E. First Street
Tustin, CA 92780-3311
(714) 505-4424

REC'D JUN 19 2004

I have lived in Orange County since Fall of 1991 and have seen first hand the corporate take over of previously open space, ie. Tustin Ranch. There are apparently no plans to leave pockets of land alone so one can appreciate the possible semi-desert climate vegetation or use as farmland – a real tragedy.

Re: Objections to Toll Road Plans

1. Does the EIR report go to exhaustive measures to present all options now available to provide transportation for those that need it? What about adding another ramp or roadway next to the 5 & 405? Realizing that businesses might need to move and proper financing for those businesses that have to move would be the responsibility of the city/county. We need mass transit in both Orange and LA Counties – that needs to be our objective to cease any further construction of roads in any open space.
2. The San Juaquin Road, the 73 is not doing well as planned and now the people's taxes are funding a poorly planned and executed business venture.
3. The environment and wildlife will be irreparably damaged and indeed destroyed due to the construction. The concept that corridor openings will provide access so those animals can still live in the wild is simply false. The animals will not adapt to the magnitude of increased sounds and the sudden change of their habitats.
4. New roads only increase the traffic flow of that pristine area plus the future development of more homes in the area and does not stop expansion. Every time roads are developed the promises are that it will free up so drivers have less traffic and that has simply proven to be false. Why, because more homes are built or businesses expand into those areas and congestion inevitably ensues. A few examples include: 22, 55, 91 freeways.
5. More pollution – Obviously with more roads means more cars and an even greater influx of pollution and this must stop now.

Randy Rock

Comment Card

Comments on
the Draft
EIS/SEIR for the
South Orange
County
Transportation
Infrastructure
Improvement
Project for the
official public
record:

The printed draft is a glossy and slick production that I am doubtful fully explores the alternatives, up to and including:
(1) abolishing the Transportation Corridor agencies and have the State of California assume responsibility, with the County assuming authority to assess a nominal toll fee (2) development of a light rail system to relieve commuter traffic (3) modifying the Central Corridor/Aviation to reduce environmental impact. BTW, the "Cotton Line" comments are trivial.

Name:

Charles Harkwitz

Address:

4201 Calle Bienvenida

REC'D JUN 07 2004

City/State/Zip:

San Clemente, CA 92673

Comment Card

Comments on
the Draft
EIS/SEIS for the
South Orange
County
Transportation
Infrastructure
Improvement
Project for the
official public
record:

what is really needed is a Dart System on the I-5. This will have the least
impact on the fragile environment of South Orange County.
All Alternatives as presented will destroy the last remaining open space in
OC, the Donna O'Neill Land Conservancy and especially the San Mateo
River area and the San Onofre State Park. We cannot afford to loose that
A Dart System on the I-5 plus improved bus transportation is the answer

P23-1

REC'D JUN 28 2004

Name: _____

Address: _____

City/State/Zip: _____



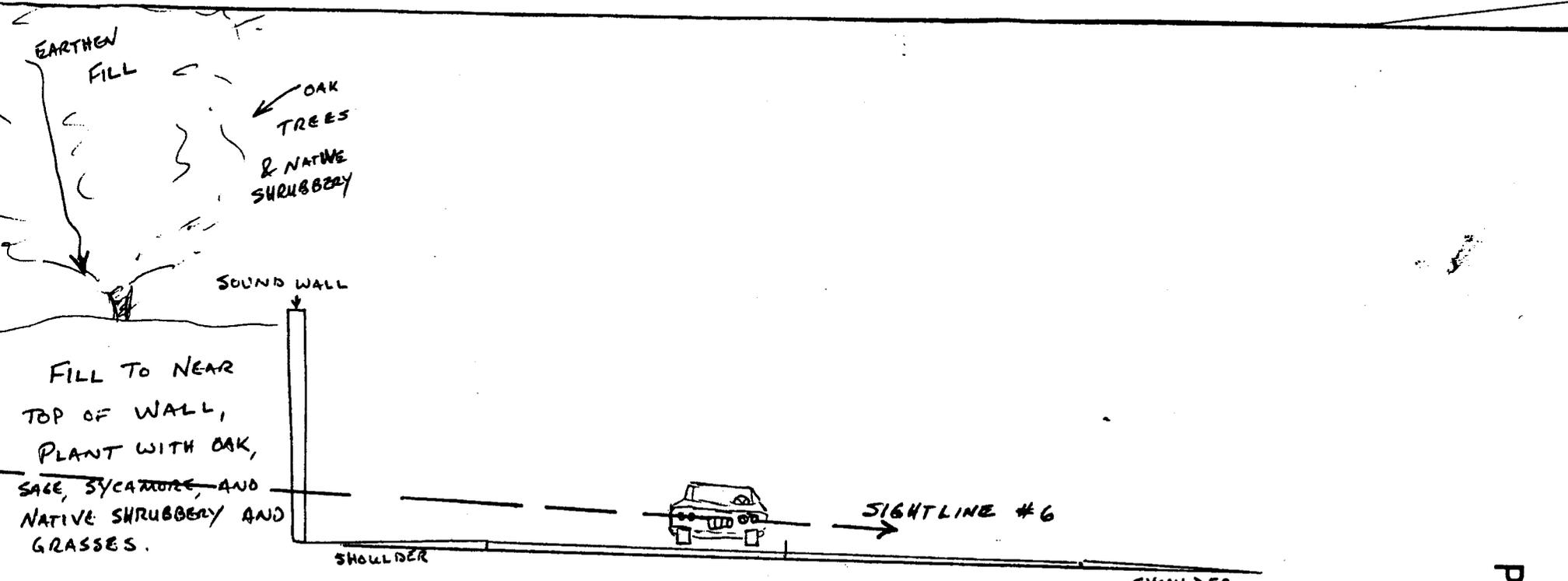
South Orange County
Transportation Authority
PO Box 9000
San Juan Capistrano, CA 92675-9000

Comment Card

Comments on
draft P24-1
EIR for
both
San Diego County
transportation
infrastructure
development
and the
impact on public
health

I LIVE ON FARALLON RIDGE AT 455 CAMINO FLORA VISTA. I AM IN FAVOR OF
THE EASTERN MOST ROUTE FOR THE ROADWAY (FEC-M). I HAVE GATHERED
A PHOTOGRAPHIC PANORAMA OF THE VIEW FROM MY UPSTAIRS WINDOW. I WOULD LIKE TO
ROADWAY ALONG STREET LINE #6 (WHICH ALMOST STARTS AT MY HOME) SO I WOULD
LIKE TO SEE A WALL OR PERHAPS DR PAUL BOPP'S PROPOSED BERM 1
CONSTRUCTED AND BACK FILLED AND PLANTED WITH NATIVE PLANTS + TREES
HERE THE ROAD BED AND MITIGATE SOUND AND LIGHT.

MICHAEL VAUGHAN



VIEW OF ROADBED LOOKING NORTH ON SIGHTLINE #6

PROPOSAL TO MITIGATE SOUND AND ENVIRONMENTAL VIEW FROM FARALLON RIDGE

P271 cont.

MICHAEL UGE

Comment Card

Comments on

I suggest that a toll be made from I-5 going to 7
 Thank people 7500 to reach the peak of the
 15 - they not the hands road 1 stone
 traffic on the 5 + the 24. Also a toll
 the Ortega Hwy open access for
 Kennedy Ave the 15 today led
 on side the 24 in on the road the
 41. 11. 20. 20. 20. 20.
 Janette Baird
 7 Richmond
 Allied View, 492656

P25-1
1

REC'D JUL 14 2004

Comment Card

Comments on
 the Draft
 EIS/SEIR for
 the South
 Orange County
 Transportation
 Infrastructure
 Improvement
 Project for the
 official public
 record
 Name:
 Address:
 City/State/Zip

REC'D JUL 15 2004

Is any extension going to be of cellular coverage like
 the toll road or are you going to have any accountability put
 for years after the extension is in place.

1

B.P. Hannah, AEC
 167 Technology Dr
 Irvine, CA 92618

bp.hannah@alcoa.com
 949/861-1912

Comment Card

Comments on
the Draft
EIS/SEIR for
the South
Orange County
Transportation
Infrastructure
Improvement
Project for the
official public
record

1. The state should consider alternatives to be considered to provide a better solution
 throughout state drive free. If infrastructure is needed it should be
 provided & funded just as other state roads.
 2. Are transportation (highway) forecasts in brochure evidence of
 the added road lanes apt to be built on S. Hill road (Potentially
 in the "outlet")

REC'D JUN 19 2004

Name:
Address:
City/State/Zip

RICHARD F. BARNETT
 2100 HILL ROAD
 SAN ANTONIO, CA 92072

The Foothill South Toll Road would severely hurt the environment so much that any benefit would not be worth it. I frequently visit San Mateo Campground and Donna O'Neill Land Conservancy and these are some of very few remaining sizable open space areas in the entire county where I can feel I am away from the stress of urban life.

REC'D JUN 19 2004

The EIR fails to take into account the noise and visual impacts of the toll road. ^{on land conservancy} The EIR also proposes mitigation which is limited to unspecified toll road crossings. The EIR also must identify specific parcels of land of high ecological value that would be purchased to mitigate habitat loss by the toll road.

The EIR fails to properly analyze impacts on Trestle Beach. It fails to properly analyze impacts on ^{(over}

ediment flow, natural beach replenishment, etc. The DE/ISE conclusion that there are no water quality impacts from the project is flawed. No road can be built to collect all pathogens, trash, toxic, etc which the road generates so none of this enters adjacent waterways. Specifically impacts to San Mateo Creek must be re-examined and analyzed of the levels of pollutants that do enter these waterways must be disclosed.

REC'D JUN 19 2004

Pete van Nuys • 2400 calle monte carlo, san clemente ca 92672 • 949 492 3585

P276

Maiser Khaled
CA Division of the Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

08/06/04

Re: proposed 241 South extension

Dear Mr. Khaled:

I oppose any further extension of the TCA's Toll Roads here in Orange County, particularly the "Foothill South" 241.

The DEIR clearly shows that the LOS on I-5, as well as point to point travel times, will be better served by improvements to this vital Interstate. For this reason I can only support the "I-5 Alternative" as presented in this document.

The Transportation Corridor Agencies has hi-jacked the planning process here in Orange County. We face daunting transportation challenges here and the public has been distracted by this agency's dithering over bond defaults and pompous propaganda about the "open road."

The 241/261/133 routes shorten the commute between OC and the Inland Empire-- that's all. They do that fine right now without the wasteful extension of the 241 South.

The DEIR admits that 4 out of 10 cars on the I-5 are bound for points north of Orange County-- they'll never use the 241 South. And of the 6 remaining vehicles, 1 to 2 are local to South Orange County-- and fewer than half of those would be served by the 241 which lies at the extreme southern and eastern edge of the region.

The remaining 4 to 5 vehicles are bound for Central and Northern Orange County which, with the exception of Irvine, is not served by the 241 directly. I have to conclude that the TCA is counting on these drivers-- leaving the 5, paying \$9, being dumped onto the 91 freeway, and re-joining the 5 in Ahaheim-- to pay off their bonds. Clearly the TCA has no respect for our intelligence as consumers in a free market.

I pray your agency will not cooperate with or fund the effort to extend 241 South.

Sincerely,



Pete van Nuys

Dear Governor Shwarzenegger,
And Michale G. Ritchie,

Division Administrator of Federal Highway Administration,

I am conducting this letter in appeal to you both, for help!

In regards to, (and hopefully not) the development of a toll road being built, and coming through the very southern most end of San Clemente, Ca.

This toll road would be a complete disaster!!

Not only would it completely ruin miles of beautiful rural southern Calif. Land, which we have so precious little of, left, along our coastlines particularly. This toll road, I've come to believe, is really for the developers, **NOT THE EVERYDAY PEOPLE.**

The intent, after building this toll road, is to then continue the mass development of all of the hills behind San Clemente, with more and more "cookie cutter" housing areas and strip malls! As if Southern Calif. needs more development!!

This project, Governor, will ruin some very very beautiful, natural lands and area around our beaches!

Trestles, one of **THE VERY BEST** surfing spots in the world will suffer the most! This toll road will make its turn onto the pacific coast hwy. right at the foot of the entrance into Trestles!

Not to mention, all of the wildlife that live in these lands. Where will they go? The TCA suggests "animal cross walks?! This is just ridiculous! Of course, animals need wide open spaces!

Again, these developers, no matter what department they work in, have gotten so far away from nature; they obviously couldn't care less about this issue!

Governor, Swharzenegger, this is ~~land beautiful land that once developed with this~~ toll road, can of course, never be a **FHWA-1** (NO our Orange County area, be gone forever!!

RECORD OF THIS

Their argument for this toll road is **LETTER** tion on the 5frwy. This is such a ridiculous argument. Mo... people in this summation area still ride the 5frwy.

Because they don't want to pay for these toll roads. Or they are angry and unset that they were put in the area in the first place. So the toll roads that we already were burdened with are not reliving anything. It's such a ridiculous idea!!! The soul purpose for these roads is for the developers to then develop all of the surrounding lands until we are so "boxed in" we can't breath! And the proposed development will bring so much more traffic anyway that the toll roads won't help us. The answer is less development. Which will mean less stress on our lives, the people that live in this area. Another answer would be to regulate the follow of the truck traffic. Another words have certain hours that the trucks can travel up and down our freeways.

I was born in Los Angeles, in 1947. I've lived in Calif. all of my life. I've watched all of the things that made Calif. one of the most beautiful states, be developed so much so that it is hardly recognizable to my memory of it as a child.

When I was young, we would drive along to Coast Hwy. and see cattle grazing in the wide-open spaces! The rolling hills along the coastline were clean, and vast! And we could roam everywhere! We would drive inland from the ocean a short ways and enjoy the Orange groves, the bean fields, and the long spaces between small towns.

Of course most of this is gone now. Tto exactly the same situation; development, development, development!! Roads, malls, houses, apartments, etc.

RECEIVED

JUL 20 2004

BY FHWA

There is literally so little land, areas of nature left!!!! This area of which I'm speaking governor, is so worth saving!

Please governor Swharzenegger, will you please look into this matter and give it careful consideration? Help us save this area from this horrible toll road?

Mr. Richie, I would make more of an appeal towards you, but since you are in the business of building roads, and your employment requirers this of you, I don't expect that you can hear my plea.

Governor Swharzenegger, you might be the only person that can make a difference here, with your opinion.

I thank you from the bottom of my heart for hearing me.

Marsha Copeland