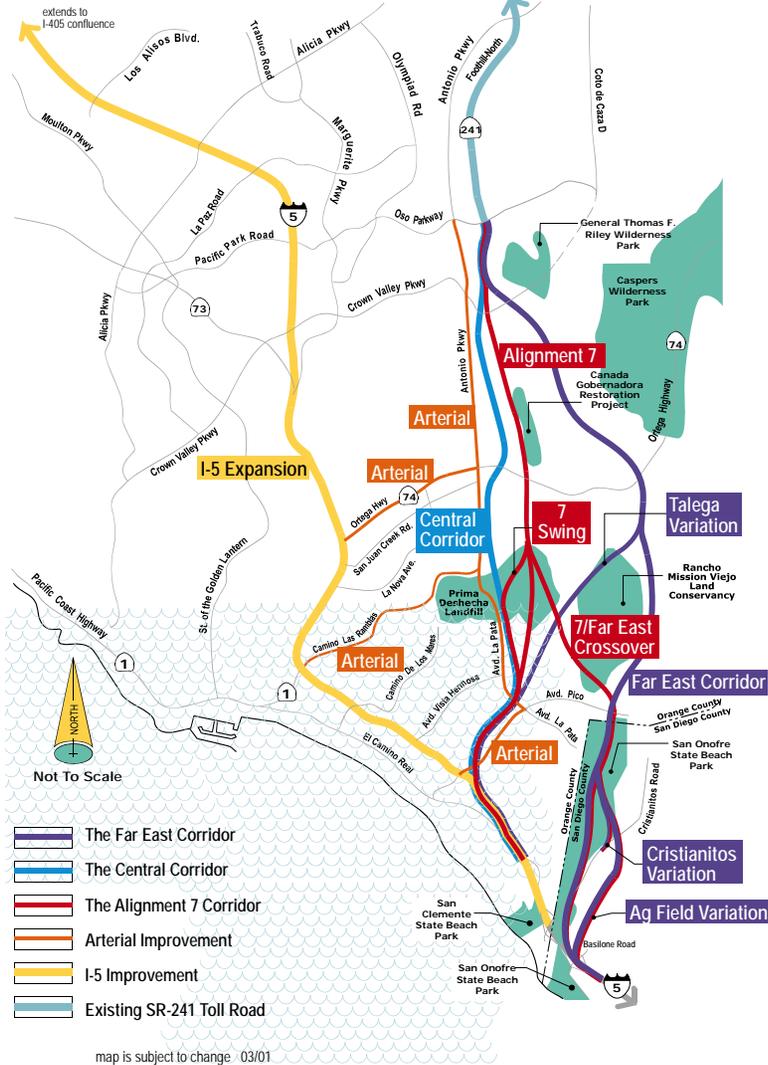


AIP Background

Foothill-South

Alternatives Under Study Foothill-South



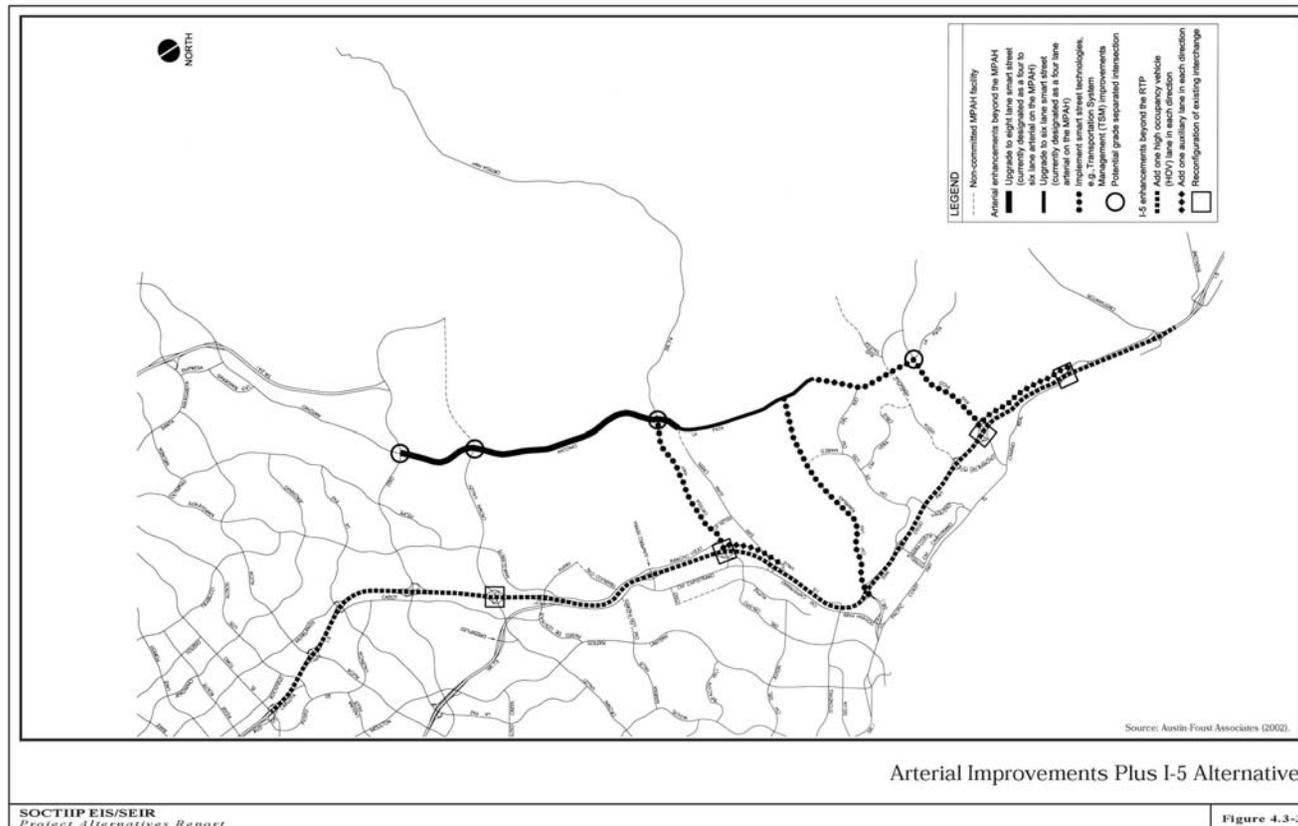
AIP stands for:

Arterial **I**mprovements **P**lus
Widening of I-5

One of the 24 alternatives studied during the SOCTIIP Collaborative process.

AIP Background

Foothill-South



- The AIP Alternative assumes full build out of the MPAH and the RTP
- The addition of 1 HOV lane from El Toro Road to Cristianitos Road
- The addition of auxiliary lanes at specified locations

AIP Background



Was not eliminated early in the SOCTIIP Process

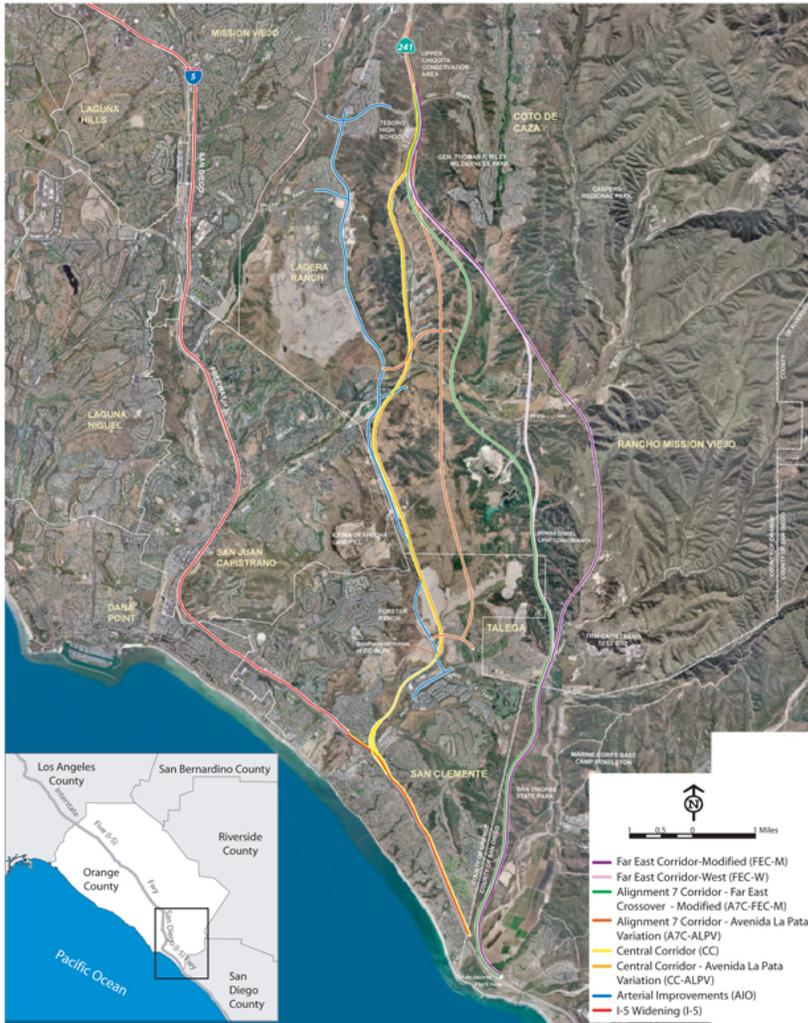
Underwent complete Technical Report review and evaluation

-
- A faint, light-colored background image of a bookshelf filled with books, positioned behind the list of technical reports.
- Air Quality
 - Geotechnical, Geology & Soils
 - Project Alternatives
 - Hazardous Materials
 - Hydrology Study
 - Land Use
 - Location Hydrology Studies
 - Military Impacts
 - Natural Environmental Study
 - Noise Assessment
 - Phase I Archaeological Inventory Rpt
 - Phase I Historic Resource Evaluation Rpt
 - Paleontological Resources
 - Public Services & Utilities
 - Recreation Resources
 - Relocation Impacts
 - Runoff Management Plan
 - Socioeconomic/Growth Inducing Impacts
 - Traffic & Circulation
 - Visual Impact Assessment



- Evaluated AIP using Caltrans Design Criteria and Standards
- Same standards used for all 22 build alternatives for consistent comparison of alternatives
- I-5 design avoided sensitive uses where feasible
- Develop impact estimates based on standard of practice for roadway engineering design
 - Roadway grading
 - Right-of-way

AIP Background



South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Alternatives

Figure 1

AIP was not advanced to the final 8 alternatives selected by the Collaborative to be evaluated in the EIS

AIP was eliminated from further study by the Collaborative because it did not perform as well as the I-5 and AIO in relation to wetlands, residential impacts and CSS. Also had high project cost.

Because the AIO and I-5 were to be carried forward the AIP became a candidate for elimination.

In the refined AIP (or AIP-R), Smart Mobility has taken the concept of the AIP alternative and revised the designs in an attempt to reduce impacts to homes and businesses.

- First Smart Mobility Report

- prepared July 2005
- Titled: “A Practical, Cost Effective, and Environmentally Superior Alternative to a New Toll Road for the SOCTIIP”
- Reviewed by Caltrans and determined to lack sufficient information to reach substantial conclusions
- Accompanying KCA Report indicated 23-27 Buildings Impacted
- Discussed by Collaborative in November 2006
- Major flaws:
 - missing lanes
 - did not take into account interchange improvements



- Second Smart Mobility Report
 - prepared September 2007
 - Titled: "An Alternative to the Proposed Foothill South Toll Road – *The Refined AIP Alternative*"
 - Reviewed by Caltrans who determined the alternative presented in the SMI report did not meet Department standards or applicable engineering standards of care.
 - Report indicated 31 buildings impacted
 - Major flaws:
 - Missing lanes
 - Proposed SPI interchanges would not be acceptable to Caltrans

- Third Smart Mobility Report
 - prepared January 2008
 - Reviewed by Caltrans who determined the alternative presented in the SMI report did not meet Department standards or applicable engineering standards of care.
 - Report indicated 68 buildings impacted
 - Major flaws:
 - Missing lanes
 - Include misleading statements about their proposed interchange designs being approved by Caltrans or local Cities.
 - Relies on taking lanes from local arterials to accommodate portions of the I-5 widening

History of Smart Mobility Reports

Foothill-South

METHODOLOGY

Smart Mobility, Inc. began its analysis by reviewing the publicly available materials of the Foothill/Eastern Transportation Corridor Agency (TCA) to support their analysis of alternatives to the

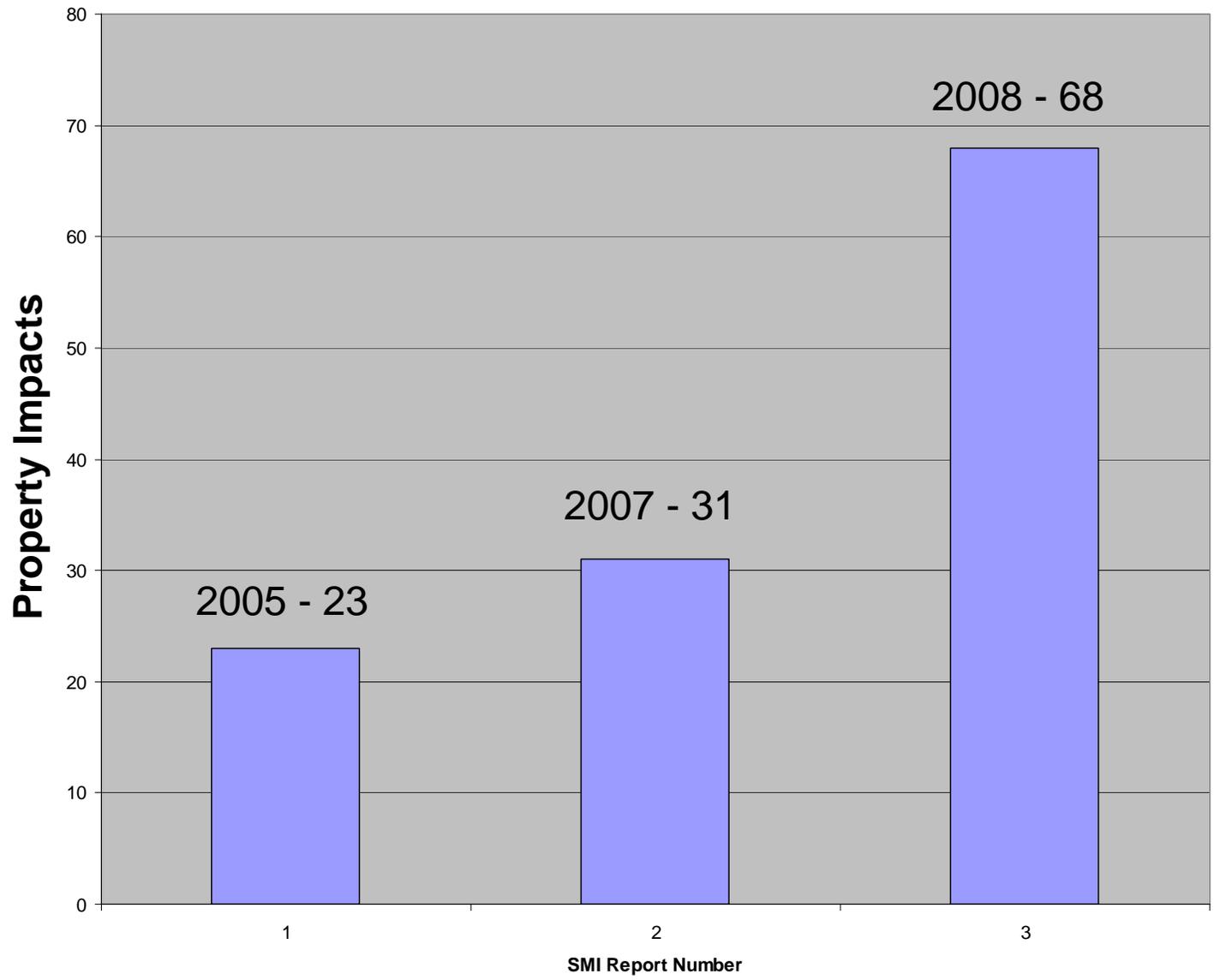
These design concepts will require full engineering analysis in order to develop more detailed design, and to precisely determine the final number of property displacements.

describe and illustrate engineering design concepts that can be used to avoid property takings. This report does not provide detailed engineering specifications of the AIP alternative. The design concepts recommended in this report are based on a review of the data presented in the TCA's SEIR, conditions, and engineering judgment on the applicability of these concepts to the I-5 and arterials. These design concepts represent a level of design sufficient to conclude that they will have far fewer property impacts, and therefore, the TCA's EIR warrants further engineering analysis and design. The concepts presented here have worked in other similar locations, and can be designed to operate safely and efficiently for the traffic volumes in the TCA report. These design concepts will require full engineering analysis in order to develop more detailed design, and to precisely determine the final number of property displacements.

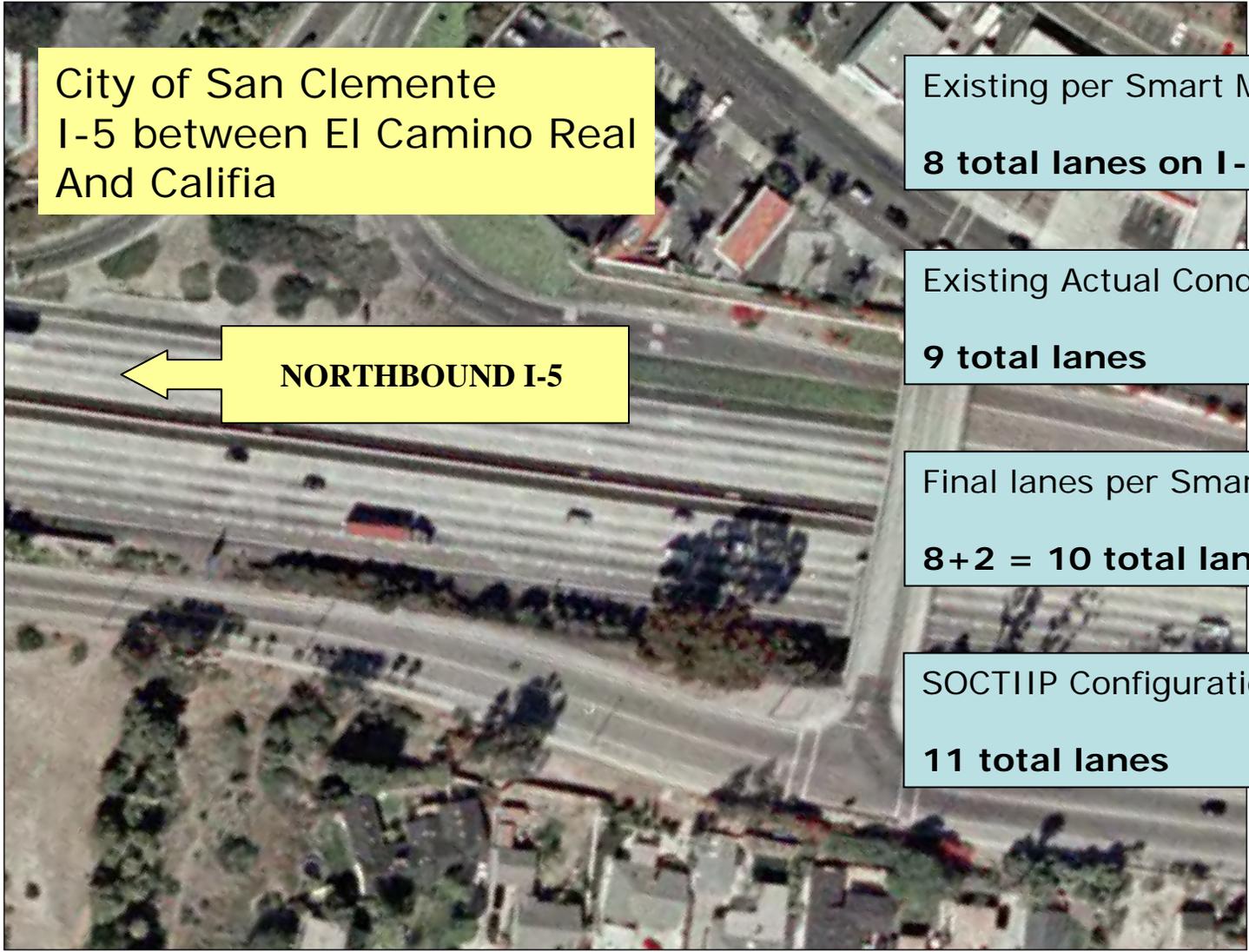
The process for completing this report included the following:

- Review of the TCA documentation of the design of the AIP alternative, to the extent it existed, including reported property takings.
- Five-day site visit to the project area.
- Develop conceptual designs consistent with California Highway Design Manual, Orange County Long Range Plan, AASHTO and the other guidance documents.
- Prepare initial report describing the refinements to the AIP alternative that would avoid most of the property takings as reported by TCA. (released September, 2007)

History of Smart Mobility Reports



Claims of equivalent traffic relief are unsubstantiated....



City of San Clemente
I-5 between El Camino Real
And Califia

← NORTHBOUND I-5

Existing per Smart Mobility, Table 1
8 total lanes on I-5

Existing Actual Condition today
9 total lanes

Final lanes per Smart Mobility Table 1
8+2 = 10 total lanes

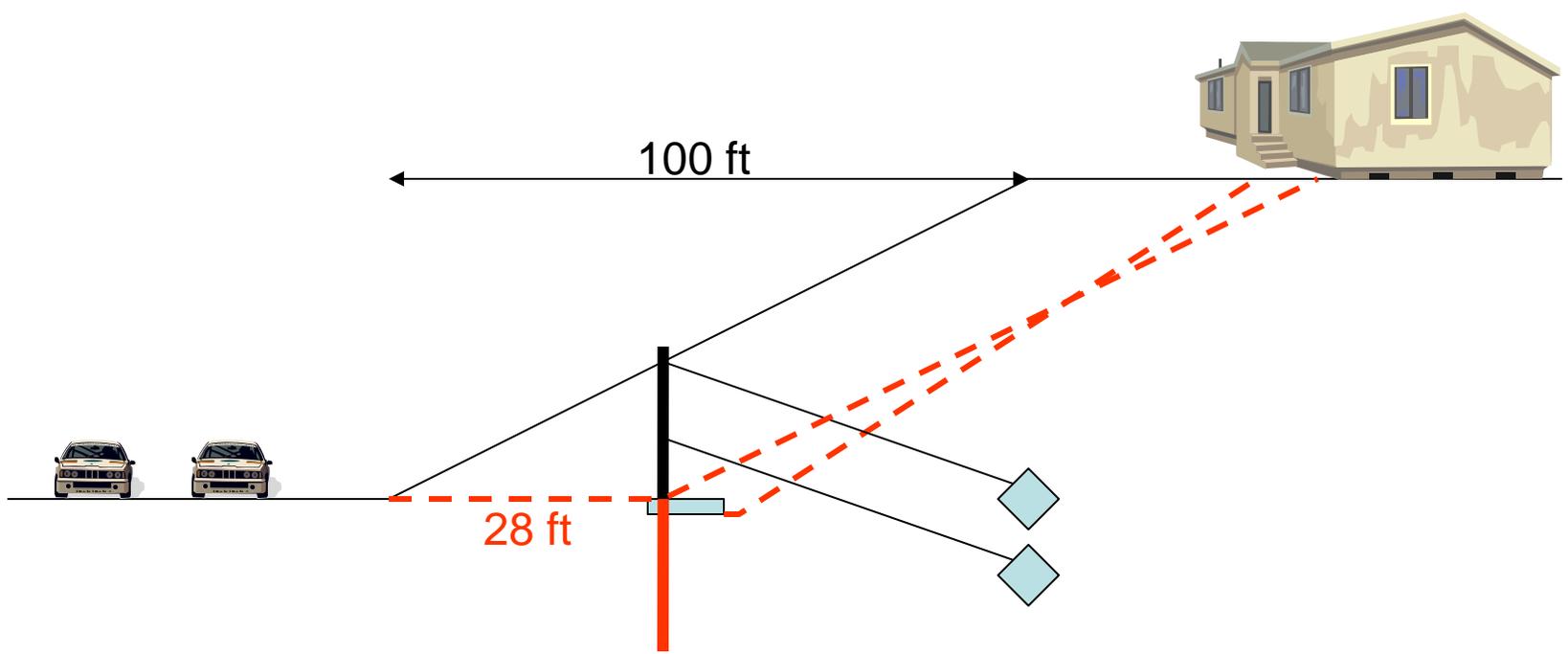
SOCTIIP Configuration (AIP)
11 total lanes

Property Impacts

Figure 2: Property Takings Assumed in SEIR AIP Alternative on I-5 at Calle Juarez in San Clemente

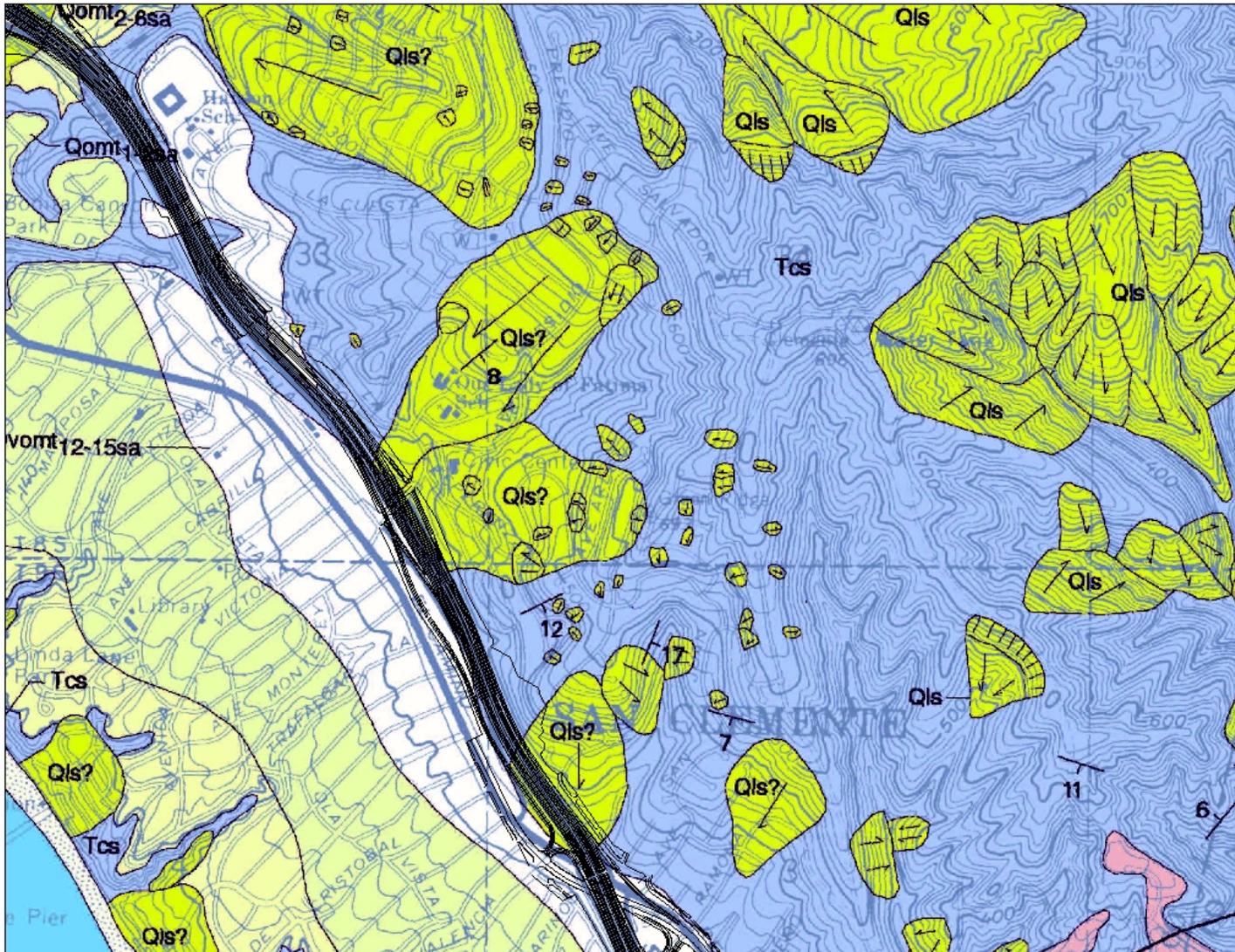


Retaining Wall Feasibility



Hazardous Geologic Conditions In South Orange County

Foothill-South



AIP-R Cost Underestimated



Table 6: Comparison of Displacements in AIP-R with AIP-SEIR

| Type of Property | AIP- SEIR Displacements | AIP-R Displacements | AIP-SEIR Acquisition Cost | AIP-R Acquisition Cost | Cost for AIP-R as percent of AIP- SEIR |
|------------------|-------------------------|---------------------|---------------------------|------------------------|--|
| Residential | 898 | 33 | \$ 583,700,000 | \$ 21,450,000 | 3.7% |
| Commercial | 339 | 35 | \$ 466,125,000 | \$ 48,125,000 | 10.3% |
| Total | 1,237 | 68 | \$ 1,049,825,000 | \$ 69,575,000 | 6.6% |

We need redundancy in our transportation system.....



- The Smart Mobility proposal exacerbates South Orange County's dependence on Interstate 5, the only major highway through this area.
- Alternatives need to be available in case of unforeseen breakdowns from accidents, structure or pavement failures, landslides, etc.