

# Support Letters

January 22, 2008

**RECEIVED**  
South Coast Region

JAN 24 2008

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JAN 25 2008

CALIFORNIA  
COASTAL COMMISSION

California Coastal Commission  
200 Oceangate, 10th Floor  
Long Beach, CA 90802-4416

CALIFORNIA  
COASTAL COMMISSION

Dear Commissioners:

**Please approve the 241 extension through south Orange County.** Unclogging Interstate 5 is in everyone's best interest. Also, as is the case with the 73 toll road, drivers will be allowed to have view access to open space that is now only available to hikers and bikers.

Thank you,



Gerald Carnahan  
Capistrano Beach, California

January 22, 2008

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California Coastal Commission  
200 OceanGate, 10th Floor  
Long Beach, CA 90802-4416

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Thank you,



Brenda Carnahan  
Capistrano Beach, California

417 Calle Pueblo  
San Clemente, CA 92672-2125  
January 18, 2008

Coastal Commission  
State of California  
200 OceanGate, 10<sup>th</sup> Floor  
Long Beach, CA 90802-4416

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South Coast Region

JAN 24 2008

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COASTAL COMMISSION  
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CALIFORNIA  
COASTAL COMMISSION

RE: Your support for the extension of the 241 Toll Road in South Orange County:

Dear Commissioners:

This letter is to elicit your support of the 241 Toll Road in South Orange County to San Onofre to help reduce traffic congestion in the San Clemente and South Orange County area. The traffic in this area has become a nightmare. We have been a residents of San Clemente for 38 years and have experienced this nightmare first-hand and daily.

There are now more trucks on I-5 in the San Clemente area than ever before. Many of the trucks are now from Mexico. Many years ago there was very light truck traffic on the I-5 in San Clemente on Sundays, but no more. The problems will only get worse as trade with Mexico increases and more Mexican trucks hit the road.

For environmentalists who are concerned about the impact of the toll road on the coastal area near San Onofre, that area was trashed years ago when Southern California Edison and San Diego Gas and Electric built the San Onofre Nuclear Generating Station there. I am confident the highway architects will design and build a state of the art beautiful sweeping bridges interchange in the area.

Thank you in advance for your support of the extension of the 241 Toll Road in South Orange County. Even Governor Schwarzenegger one of the most popular governors the State of California has had in years supports the completion of the most vital project.

Sincerely,



The Dean Family

MARSHALL GOLDMAN

**RECEIVED**  
South Coast Region

JAN 24 2008

January 17, 2008

CALIFORNIA  
COASTAL COMMISSION

**RECEIVED**

JAN 25 2008

CALIFORNIA  
COASTAL COMMISSION

The California Coastal Commission  
Attention: Ms. Sherilyn Sarb, Deputy Director  
200 OceanGate 10<sup>th</sup> Floor  
Long Beach, California 90802

Subject: Extension Of The 241 South

Dear Ms. Sarb:

I have just received an e mail form the Toll Road.com requesting my support for the extension of the 241 through San Clemente.

While I am not happy with the traffic going south on the I-5 Freeway at almost any time of the day (bumper to bumper on weekends), I am concerned that the State Park might be wiped out by approval of the 241 extension. I have read the Pro's and Con's regarding the issue, but as usual, when one reads the paper, one cannot be assured we are getting the facts correctly and who is most accurate in their presentation of their side of the story. (Unfortunately, most of our newspapers are biased one way or another).

We have spoken with a Park Official who said that it is a group of individuals who would stand to gain from the extension being built as designed and if this is the case we have enough development going on without the destruction of the Park. Let the Developers and others who want this extension figure out another way to do their Building.

I would hope that the Commission will not make a hasty decision without looking at who is behind this extension promotion and what the motivation might be.

Thank you for the opportunity to present my opinion and I hope that you can offer satisfaction to both the Park Supporters and the drivers on the 241 & I-5 roads.

Sincerely,

  
Marshall Goldman

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

RECEIVED  
JAN 18 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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

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

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

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

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

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

Regards,



Jim Rust

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

**RECEIVED**

JAN 18 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,



G. Edward Bruner, PhD  
2192 Plermo  
Tustin, CA 92782

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

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

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

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

Sincerely,

*Maureen S. Moran*  
*9 Skyline*  
*Irvine, CA 92603*

January 18, 2008

To Whom It May Concern:

The 241 is necessary for anyone who lives or works in Orange County and/or San Diego County and drives the I-5.

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

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

Thank you in advance for your approval of extending the 241 toll road.

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

Ed Frumes

January 19, 2007

Mr. Patrick Kruer, Chairman  
California Coastal Commission  
45 Fremont Street, #2000  
San Francisco, Ca. 94105

Re: 241 Toll Road

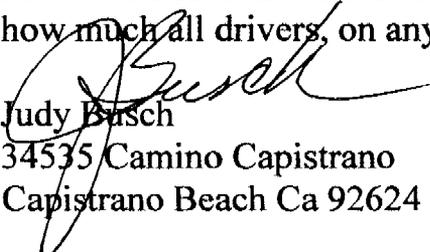
Dear Sir,

Please enter my remarks into any consideration re the completion of  
The 241 Toll Road.

The HIGH COST of the toll on the 241 must reward ones ability to  
reach its' intended ends of the route.

“Trestle People” have been USED by the San Clemente business  
community for years! Their need to continue maximum traffic into  
services offered by hotels and food joints, has to be denied for the  
greater good of easing horrible traffic in all of south Orange county.

Please consider the current and increasing future press of traffic and  
how much all drivers, on any road, will appreciate a little relief.

  
Judy Busch  
34535 Camino Capistrano  
Capistrano Beach Ca 92624

1-17-08

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

Elaine E. Clapp  
21499 Andorra  
Mission Viejo  
CA 92692

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

Dear Chairman Krueger:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



**BEN & MARY LOU TESCHNER**  
1414 TEMPLE HILLS DR  
LAGUNA BEACH, CALIF 92651

**(949) 497-7385**

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

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



Lassie Olin  
24461 Redlen Ave.  
Lake Forest, CA 92630

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

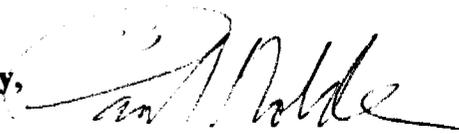
**Dear Chairman Krueger,**

**Thank you for the opportunity to express my support for completion of the 241 Toll Road. As you know, the road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.**

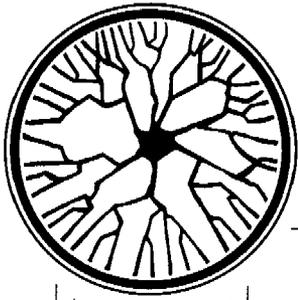
**The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas. The proposed alignment strikes a balance between protecting our coast while planning for the inevitable increase in traffic. This traffic will bring people to jobs and tourist attractions in our area.**

**I use the Toll Road on a regular basis and this completion of the project is a logical final step. I have heard surfers and other people who often hang out at the beach complain about it but I think it is more important to solve the traffic problems in Orange County for those of use who work every day and keep the economy going. We need to boost the economy and reduce the effects of the impending recession.**

**Sincerely,**



**Paul Golde  
27858 Emerald  
Mission Viejo, CA 92691**



# THE SOTO COMPANY

————— A PROFESSIONAL LANDSCAPE MAINTENANCE FIRM —————

34275 Camino Capistrano, Capistrano Beach, CA 92624 — (949) 493-9403/FAX 493-6265

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

Dear Chairman Kruer:

The purpose of this letter is to urge you to support the completion of SR-241 Foothill-South. Traffic will only increase over the next twenty years, and this extension will cause congestion in South Orange County and North San Diego County.

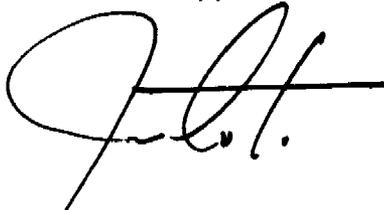
The last 16 miles of SR-241 from Rancho Santa Margarita to San Clemente will provide access to our beautiful coastline which should be equally and fairly available to ALL residents.

According to EPA SR-241 will not harm our environment, while idling cars stuck in traffic cause pollution. Moreover, installation of water filters on 1-5 will stop current waste flow onto the park and beach.

In the event of an emergency, it will provide access for emergency response vehicles as well as an additional evacuation route.

And lastly, the SR-241 is paid for by private funds (not the taxpayers) and it will not destroy 1,100 homes or businesses that widening the I-5 will do.

Please support the Foothill South project.



Joe Soto, President

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

*(Jan. 16, 2008)*

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

*Kathy B. Hoyt (KATHY B. Hoyt)*  
*25 Merrill Hill*  
*Ladera Ranch, Ca. 92644*  
*(749) 374-4459*  
*thehoyts@cox.net*

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

1/17/2008

Dear Chairman Kruer:

It's hard to believe that this discussion still rages on. The 241 extension is **DESPERATELY** needed to keep traffic moving in South Orange County.

What's more disturbing to me is that the Coastal Commission has made arguments that "other" alternatives would be far more feasible. How can you possibly think that widening I-5 is a more feasible alternative to the San Mateo Creek option? By the time you got done purchasing additional land, condemning buildings and exerting powers of eminent domain, the project would become so costly and messy that the entire effort would likely be in vane. Perhaps that is your strategy after all.

The OC toll road projects have proven to be among the most environmentally sensitive projects in the entire nation. As for claims that the project would ruin the surfer's experience at Trestles, give me a break! Should the entire economy of south OC suffer so we can preserve the natural experience of a few surfers? I body surf myself, and believe me, when a 5-6 wave is crashing all around you, you're not thinking about freeway noise!

Please vote yes to approve the 241 extension. Delaying this inevitable and badly needed project will only result in higher costs "down the road."

Sincerely,  
Jim Williams  
855 Ave. Salvador  
San Clemente, CA 92672

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

1-18-08

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

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

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

The same mis-led objections from the "environmentalists" were said about the Laguna Canyon Rd. improvement. It has proved them totally wrong in their provoked hysteria. It is better than ever, has had NO detrimental effects on either the environment, or the wildlife, has improved traffic-flow, made it safer, and has actually made access to the surrounding hills more easily accessible for more people to enjoy than ever before. The same can be true for the 241 extension. There is no need for purposeful, selfish, hysteria by the few for so many others, and no "destruction" of the State Park will even take place. The environment and wildlife will survive just fine, and access for the public and the surfers will actually be improved by the connecting service roads.

Regards,

JOHN LUND  
32 DEERWOOD EAST  
IRVINE, CA. 92604

jlund76930@aol.com

John G. Krause  
214 Via Marfino  
San Clemente, CA. 92673  
(949) 361-3828

January 17, 2008

**California Coastal Commission**

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

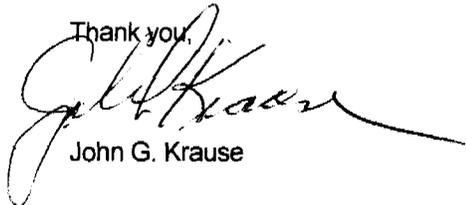
Dear Senator Feinstein

More than enough time has passed to make a decision on the completion of the 241 toll road. Extensive research has been conducted and of all of the information I have read based upon this research, I see no reason why this road cannot be completed.

There are a number of interests that are against this road and in my opinion for all of the wrong reasons. We need this road in Orange County, the population is not shrinking, and in fact it is predicted to grow at a record pace. Not allowing this road to be completed is more irresponsible than blocking its completion. Research clearly indicates this road will not harm the environment or Trestles. Much of what has been disseminated regarding "saving" trestles is based upon erroneous information, trestles will not be affected.

The path of this road makes the most sense to relieve congestion and provides much more benefit than not building it. I live in San Clemente and I strongly urge the commission to allow this road to be completed.

Thank you,

A handwritten signature in black ink, appearing to read "John G. Krause", with a long, sweeping underline that extends to the right.

John G. Krause

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Warren Y. Avny", with a long horizontal flourish extending to the right.

**Dr. & Mrs. Warren Y. Avny**  
204 Gurrego  
San Clemente, Ca., 92672

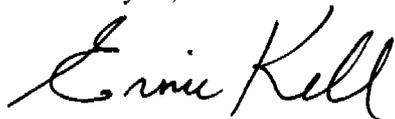
Dear Coastal Commission,

I recently read two editorials in the *Orange County Register* about legislators trying to block the Transportation Corridor Agencies from building the rest of the toll road. It seems like you might be our last hope to get the road built, but it also seems like you are ready to deny approval of it.

Since you live in Southern California, surely you have driven our roads, and surely you have been stuck in traffic. A lot. People would have to have their heads stuck in the sand to think there is not a transportation problem here. The argument that we shouldn't build roads because it might lead to more growth is ridiculous. Regardless of what happens tomorrow, we need roads TODAY—yesterday in fact!

Do not kill this project! If you do, traffic will only continue to get worse.

Thank you,

A handwritten signature in black ink that reads "Eric Kell". The signature is written in a cursive style with a large, sweeping "E" and a long, trailing "l".

Dear Coastal Commission:

I am writing in hopes that you will approve the plan to extend the 241 toll road to the I-5.

I do not understand the environmentalists' outcry about this plan. The toll road agency chose the current alignment with input from the United States Environmental Protection Agency, Fish & Wildlife, Army Corps of Engineers, among others.

This plan will not disrupt the park or campgrounds, and in fact will improve access for people wishing to use the facilities.

The toll road has been very responsible in building its past roads, and it is being responsible this time, too. Please do not block this project. We need more travel options.

Sincerely,

A handwritten signature in black ink that reads "Thomas A. Poe". The signature is written in a cursive style with a long horizontal line above the first few letters.

Dear Sirs and Madams:

We have a traffic problem in Orange County. I can't go anywhere without it taking twice as long as it should. We need more roads, and we need them now.

The existing toll roads in Orange County carry more than 300,000 cars a day. That's 300,000 cars that are getting places FAST and not sitting in traffic, belching exhaust, fumes and metals into the environment. Without the toll roads, those cars would be crowding the freeways, just like hundreds of thousands of other cars already do.

Finishing the 241 will relieve even more traffic as cars that would normally crawl along on the 5 can instead take the 241 from northern San Diego County.

I don't understand why people claim this road is bad for the environment when all it will do is relieve traffic congestion, one of the worst polluters we have.

Thank you,

A handwritten signature in black ink that reads "Fern M. Pae". The signature is written in a cursive style with a large, prominent "F" and "P".

Dear sirs and madams,

I was shocked when I read your staff report recommending that you deny approval of the 241 toll road plan in favor of widening I-5.

We all know what denying this project really means: There will be no traffic relief in South Orange County anytime in the foreseeable future.

Widening I-5 just won't happen. No one will support a project that takes out more than 1,000 homes and businesses. Plus there is no way that CalTrans and OCTA will fund such a project.

The toll roads are offering a cost-effective, reasonable alternative, but rabid environmentalists oppose it.

I guess we'll all have a lot of time to enjoy the beautiful wilderness from the 5 while we're sitting on it for hours on end.

MDH  
Manuel Hernandez  
411 W 4th St  
Santa Cruz, (ca) 92701

Dear Coastal Commission,

I used to be vehemently opposed to the toll road project. Another road would be nice, but I was sure that the road would be built without any consideration for the environment, since that's what usually happens when people want to make money.

However, after following the toll road plans very closely for years, I have to say that I'm impressed with the solutions the Transportation Corridor Agency has come up with. Some of the routes they initially proposed would have been disastrous, but the one they settled on will have very little impact on plants, animals or people.

The road will have 15 undercrossings for animals, plus fences to keep them away from the road. The road was realigned to avoid the habitats of rare animals. There will be soundwalls at campsites and paths for people to use while hiking. The road won't block access for anyone.

The toll road looks like a win-win situation for everyone, and I hope you will not stand in its way.

Sincerely,

A handwritten signature in cursive script that reads "Thomas J. Clark". The signature is written in black ink and is positioned below the word "Sincerely,".

To the Coastal Commission:

I have lived in Mission Viejo for 15 years. I love the city and the larger community of South Orange County. However, over the time I have lived here, I have noticed traffic on our streets (and the freeways) getting worse.

Obviously South County has had a lot of growth, which explains this traffic. Unfortunately, not enough was done to proactively counter those problems, and I fear that nothing new will be done, either.

The 241 extension will not solve all of our traffic problems, but it will definitely help. My understanding is that you have been advised to deny the project, and I think that would be a huge mistake. Blocking this road from being built will be a disservice to everyone in South Orange County and the rest of the region.

I urge you to approve the project.

Thank you,

Anne Mari Cadden  
22621 Summerfield  
Mission Viejo, CA

Dear Coastal Commission:

The big joke about Southern California is how much traffic we have. You have a chance to help improve traffic in the region by approving the plan to complete the 241 toll road, and I hope you will vote to for it.

People have complained about how the road will destroy the state park, but all it does it run through it, without limiting access for anyone or any animals. The state park might not even exist in another 20 years, once the lease from the federal government runs out.

I hope by that point there's a road that connects the 241 with the 5. Otherwise we'll all still be sitting in the same traffic on the same freeways we are now. I hope we've made more progress by then.

Sincerely,

A handwritten signature in black ink that reads "Jon Kovach". The signature is written in a cursive style with a large, stylized "J" and "K".

Dear sir or madam,

I have lived in Orange County my entire life. I have watched the county grow from relatively empty and unpopulated land to the metropolis it is today. In some ways I miss the Orange County of old, but we live in the 21<sup>st</sup> century now, and things have changed. And I have to admit I kind of like it.

What I don't like is being stuck in traffic when I have better things to do. I appreciate wanting to keep open space in tact, but there's a difference between smart growth and rampant development. That's why we need the toll road extended to meet the 5. It's a small project that will have almost no impact on the environment except to take idle cars off the congested freeways and get them where they're going.

Please give your approval to this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Shollenberger', with a long, sweeping horizontal stroke extending to the right.

WILLIAM SHOLLENBERGER  
26914 POPPY PL  
MISSION VIEJO, CA 92692

Dear Coastal Commissioners,

I have heard a lot of surfers complain about the proposed toll road expansion, and I suspect that a lot of them are contacting you so you can stop the project.

I hope you won't.

The surfers claim that the road will destroy the San Mateo watershed, and will therefore ruin Trestles, their prized surfing spot. The road will do no such thing. The road will encroach on 0.02% of the watershed, and the water will still flow freely, meaning that there will be NO impact on Trestles.

The real reason the surfers don't like the plan is that it will increase access to the beach, and more people will have to compete for waves. I'm sorry, but a small group of surfers does not own that spot. More people should have access, and the people opposed to the road will just have to learn to share.

Yours,

A handwritten signature in cursive script, appearing to read "Susie Pa".

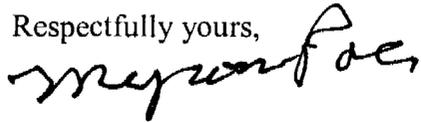
Dear Commissioners,

The other day, a neighbor of mine was complaining about how construction of the 241 toll road was going to destroy San Onofre State Park. I haven't followed the issue much, so I decided to get some more information. (My neighbor tends to exaggerate things.)

It turns out that a lot of people are exaggerating things. The toll road will hardly have any impact on San Onofre and the campgrounds there. Everything will remain open during construction, no camp sites will be destroyed, and the road will be several hundred feet away from the closest site. The road won't even go anywhere near the coastal camp ground.

My neighbor asked me to write to you to get you to oppose the project, but I see no reason to oppose it. I support it and I hope you will, too.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Myron Fox". The signature is written in a cursive, slightly slanted style.

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

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

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

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

Even as a former member of Surfrider I still support the toll road. We need alternate routes to prevent gridlock

Lou Hickam

DAN SCHARTON  
15 W. Avenida Junipero  
San Clemente, Ca. 92672  
(949) 433-2738

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

*Dan Scharton*  
DAN Scharton

**RICHARD A. SAGER**  
**31216 Palma Drive**  
**Laguna Niguel, CA 92677**  
**Tel: 949-496-2356**  
**Fax: 949-496-0025**

January 18, 2008

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

Re: Orange County Toll Road 241 Extension

Dear Chairman Krueer:

The connection of the OC Toll Road 241 with Interstate 5 just south of San Clemente is a must for the residents of south Orange County, and the State of California.

The Toll Road will end a half a mile from the beach, and the most popular campsites in San Onofre State Park Beach where it will connect with I-5 will be preserved. The road uses part of the inland segment of the park about a mile from the beach, but does not remove or disrupt the campsites.

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

The completion of 241 is a no-brainer for anyone who drives the I-5 through San Clemente and south Orange County. The alternative of widening I-5 through San Clemente to meet future traffic demands would be disastrous in destroying many homes and business which would cost millions, and the monumental environmental damage to the community would be much worse.

We trust that you will make the right decision in the best interests of the residents of Orange County and the State of California.

Sincerely,



Richard A. Sager

---

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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

*Janet Parsons*

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script that reads "Linda Knath". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Woolsey". The signature is written in black ink and is positioned below the word "Sincerely,".

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

Dear Chairman Kruer:

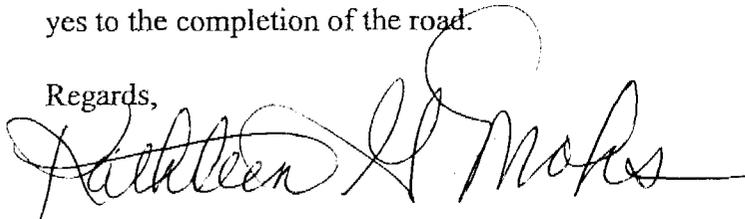
One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

A handwritten signature in black ink, appearing to read "Kathleen H. Males". The signature is written in a cursive style with a large, looping initial "K".

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

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

Pat Chong  
Pat Chong  
22636 Galilea  
Mission Viejo, CA 92692

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

Robert Q. Anziano  


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

Dear Chairman Kruer:

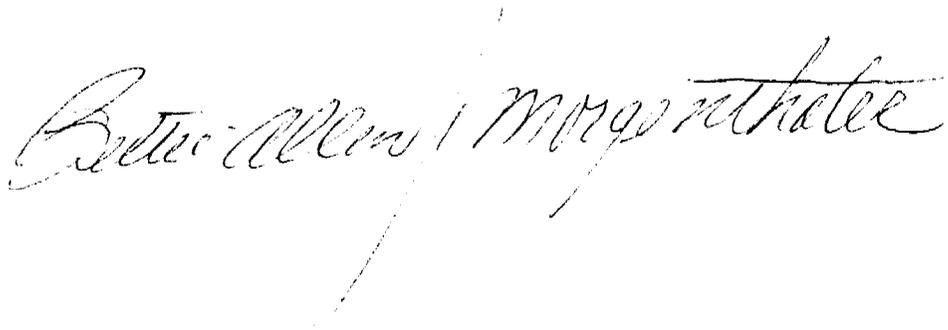
One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

A handwritten signature in cursive script, reading "Bruce Allen Morgan". The signature is written in dark ink and is positioned below the typed name "Bruce Allen Morgan".

# Catherine M. Wolff

26000 AVENIDA AEROPUERTO #17  
SAN JUAN CAPISTRANO, CA 92675  
(760) 954-9850 CATHERINE@FAMILYHOMELOANS.NET

January, 21, 2008

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

## **Reference: Completion of the 241 Toll Road**

Dear Chairman Kruer.

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

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

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

Sincerely,



Catherine M. Wolff

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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

Robert C. Anziano  


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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

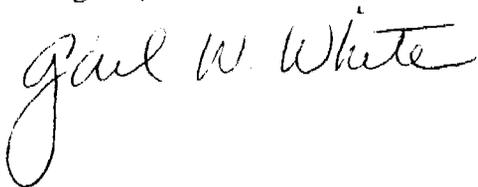
As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

A handwritten signature in cursive script that reads "Paul W. White". The signature is written in black ink and is positioned below the typed name "Paul W. White".

January 20, 2008

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

Dear Chairman Kruer and CCC Members:

We, the citizens of Orange County, have GOT to have the 241 Toll Road completed down to the I-5. It would be a travesty to have this project stopped. The overall effect on our economy, on our very way of life of NOT completing this roadway would be to halt our economic progress, keep making more smog as people sit on freeways, and make OC a less desirable place to live.

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

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

Please do not let the loud voices of the few overwhelm the voice of the many. Vote to allow the 241 extension to be completed.

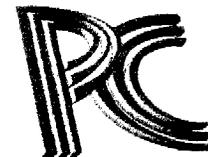
Thank you,

Handwritten signatures of Paul D. Brubaker and Judith L. Brubaker in cursive script.

Paul D. Brubaker  
Judith L. Brubaker

17135 Santa Cruz Ct.  
Yorba Linda, CA 92886

[pdrubaker@yahoo.com](mailto:pdrubaker@yahoo.com)



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

Dear Chairman Kruer:

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

Foothill-South is desperately needed not only to relieve stand-still traffic on I-5 and surrounding city streets but to continue to promote our burgeoning economic market. My company operates a good number of light trucks. Given the overcrowded condition of the existing freeways, the elimination of the 241 extension would surely stifle the business expansion in the foothill communities.

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

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

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

Sincerely,

A handwritten signature in black ink that reads "George Heiman". The signature is written in a cursive, flowing style.

Prersident

**ELECTRIC INC.**

yon, CA 92679  
9-7654  
9-7657

**Jeff Rusk**

**From:** jseaton@thetollroads.com  
**Sent:** Friday, January 18, 2008 11:43 AM  
**To:** jeff.rusk@drj.aero  
**Subject:** RelieveTraffic.org - Support 241 Toll Road

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

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

Thank you again for your support.

Here was the message sent to the commissioner from you:

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

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

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

*THANK YOU IN ADVANCE  
FOR APPROVING THE 241 EXTENSION  
BEST REGARDS  
JEFF RUSK  
PRESIDENT  
DRJ TECHNOLOGIES*

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

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in cursive script that reads "Lance Picotte". The signature is written in black ink and is positioned below the "Regards," text.

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

Dear Chairman Kruer:

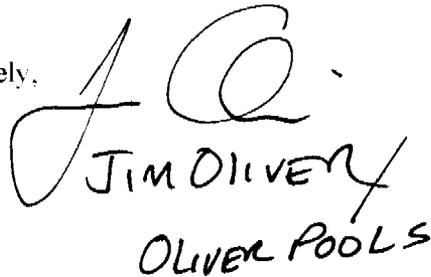
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

  
JIM OLIVER  
OLIVER POOLS

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

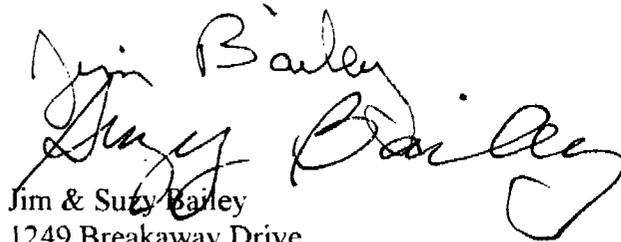
Dear Chairman Kruer:

Please approve the 241 Toll Road Extension – Green Alignment that will provide a much-needed alternative to accessing South Orange County and San Diego counties.

The alignment has been through extensive environmental review and public scrutiny. Many changes have been made to address the concerns with regard to water quality, wildlife habitat, wetland preservation, home and business displacements, and water runoff that were raised during the initial stages of the process. Don't let some outside organizations influence your decisions. We live and do business here, and they don't. We are living with the parking lot situation on the I-5 everyday. Don't let them dictate what's best for us!

As residents of Oceanside, we implore you to approve the 241 Toll Road Extension.

Sincerely,

Handwritten signatures of Jim and Suzy Bailey in black ink. The signature 'Jim Bailey' is written above 'Suzy Bailey'.

Jim & Suzy Bailey  
1249 Breakaway Drive  
Oceanside, CA 92057  
760-754-1635

Cc: Governor Arnold Schwarzenegger  
Fax: 916.455.4633

U.S. Senator Dianne Feinstein  
Fax: 202.228.3954

39999 Via Xanthe  
Murrieta, CA 92562

January 20, 2008

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

Commission Members:

We support the completion of the 241 Toll Road to the I – 5 at South San Clemente.

As it now stands the 241 is great ... traffic flows freely from the 91 into Orange County and then abruptly ends as it funnels traffic onto surface streets, creeping down to an already congested I – 5 in Mission Viejo.

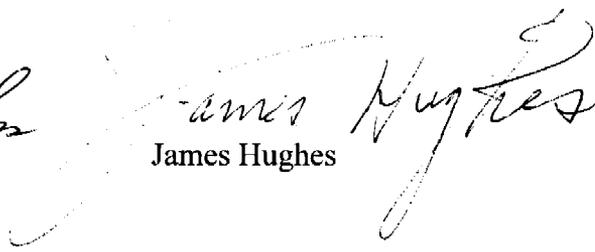
Extension of the 241 Toll Road should alleviate this problem for those travelers who are heading South to San Clemente and on to San Diego County.

We use the beach campsites in San Clemente and the extension of the Toll Road will not cause any disruption of the campsites.

Seems like an easy decision to us!

Sincerely,

  
Leora Hughes

  
James Hughes

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

Dear Chairman Kruer:

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

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

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

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

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

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

Respectfully,

Name:

*Samuel P. Williams*

Address:

*31412 TRIBO TRAIL  
COTO DE CAT  
CA 94167*

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

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

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

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

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

Sincerely,

Name:

JANETTE MARGALIA

Address:

31412 THREE TRAIL  
COURT OF CARE  
CIT 92679

January 20, 2008

Laura A. Landis  
21264 Pequeno Circle  
Murrieta, CA 92562  
(951) 837-8829  
[lauralandis@hotmail.com](mailto:lauralandis@hotmail.com)

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

Dear Mr. Krueger,

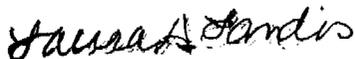
I am writing you in support of the completion of the 241 Toll Road for the following reasons:

1. The 241 is a no-brainer for anyone who drives the I-5.
2. The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.
3. The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

As a resident of Southern California since 1996, I can honestly say that the traffic in Orange County is becoming unbearable. Please help relieve some of the congestion by allowing this road to be completed.

Thank you for your consideration on this matter.

Best Regards,



Laura A. Landis

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

January 21, 2008

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,



Gail L. Huitt



**Tait & Associates, Inc.**  
*Engineering • Surveying • Environmental*

January 16, 2008

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

Dear Chairman Kruer and members of the Commission:

I write to urge you to support the completion of the 241-toll road.

I am well aware of the gridlock that is encroaching on our Southern California roads.

Idling trucks on our freeways are bad for our economy and worse for our environment. I believe completing the 241-toll road would bring much needed relief and provide an alternative route to the I-5.

I beg the commission to support this proposal, which is sensitive to our beaches and parks. Foregoing building this road now will contribute to more congestion and lead to negative impacts on our quality of life by increasing poor air quality.

Please support the completion of the Foothill-South Toll Road.

Sincerely,

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

Tom Tait

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

RECEIVED  
JAN 16 2008  
COMMUNITY DEVELOPMENT

Dear Chairman Kruer:

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

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

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

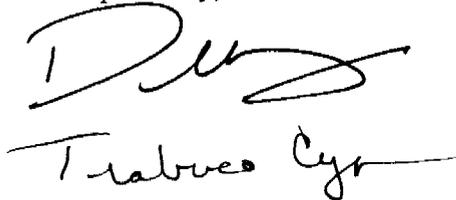
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff -- including a two-mile stretch of Interstate-5 that currently has no water treatment system.

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

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

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

Respectfully,

  
Tralves Cyr

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

**RECEIVED**  
JAN 16 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

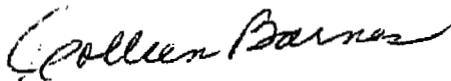
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



Colleen Barnes  
5 Willowglade  
Dove Canyon, CA.

**Kelly Asper  
49 65<sup>th</sup> Place  
Long Beach, CA 90803**

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January 15, 2008

**RECEIVED**

**JAN 16 2008**

**CALIFORNIA  
COASTAL COMMISSION**

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,



Kelly Asper

RECEIVED  
JAN 16 2008  
CALIFORNIA  
COASTAL COMMISSION

January 16, 2008

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

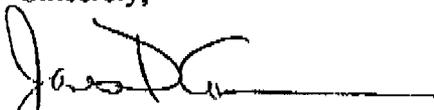
Dear Chairman Kruer:

The expansion of the 241 toll road MUST be approved and move forward as a viable solution to the traffic congestion and resulting poorer quality of life in Orange County. I drive through South Orange County regularly for work and the final segment of the Foothill (241) Toll Road must be approved and completed SOON!

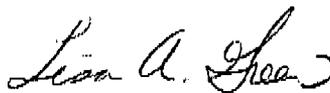
For 25 years, county plans have assumed that Foothill-South would be implemented. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers. It would also be irresponsible by its public officials and an act of bad faith given prior planning commitments. What about OUR QUALITY OF LIFE? What about past promises? Residents like me in the OC will fight for the Foothill-South to reduce our travel time, reduce our stress and contain our cost of travel, especially given rising gasoline prices and an impending recession.

I hope that you can appreciate the emotional impact that a negative decision about extending the 241 will result in. OC drivers are already at a breaking point. If the hope of an expanded 241 were removed, then we will surely feel the need for new public officials that clearly understand their true role in representing us and are willing to provide necessary public services. Thanks in advance for your serious consideration of my position.

Sincerely,



James D. & Lisa A. Green  
721 Fairway Lane  
Anaheim Hills, CA



**Cc: Governor Arnold Schwarzenegger**  
State Capitol Building  
Sacramento, CA 95814  
Fax: (916) 445-4633 F

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

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

RECEIVED  
JAN 16 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,



Gerald & Coco Hamilton  
30 Via Agradar  
San Clemente, CA 92673

RECEIVED

JAN 16 2008

COASTAL COMMISSION

January 13, 2008

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

To Whom It May Concern:

I'm writing to express my families support for the completion of Orange County toll road SR-241. The residents of Southern California need your leadership and support in this decision.

I have studied the proposal and I do not understand the objections based on a threat to The Trestles or the Talega Reserve and other sensitive nature areas. It is true that the road will cross through the reserve and require construction near the Trestles, however once completed the threat will be minimal and more than offset by the benefit to the citizens of California in terms of reduced pollution from vehicles and consumption of oil, a precious and expensive commodity.

Specifically, the reduction in traffic congestion along Interstate 5 will reduce vehicle emissions overall. As an example, last Friday I spent 14 minutes at the on-ramp meter in line with many other cars waiting to join the traffic on I5 northbound at Avenida Vista Hermosa; and that's only one on-ramp. All of these cars idling for that time and then crawling along I5 cannot be worse then the impact of SR-241.

If the goal of stopping SR-241 is to control or stop the population growth along the beautiful Southern California coast, I believe the goal can be achieved by refusing to grant approval for further development in the sensitive reserve. Stopping this needed commuter expressway only punishes those of us that already reside here.

Sincerely,



Gerald J. Hamilton

**Bob Graf**

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**Subject:** Complete the 241 toll road.

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

**RECEIVED**

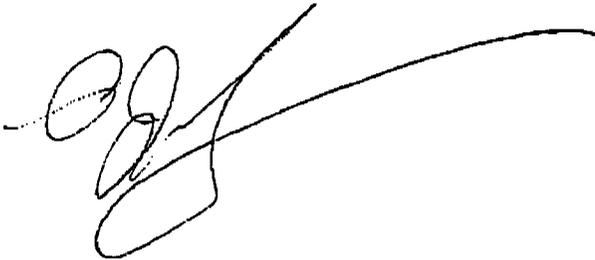
**JAN 23 2008**

CALIFORNIA  
COASTAL COMMISSION

Dear Mr Kruer,

We agree with Governor Schwarznegger, that the 241 toll road should be completed. Please consider all Orange county residents [and all travelers] when making your decision.  
Thanks for your consideration.

Bob and Carole Graf  
420 E. Dunton Ave.  
Orange CA. 92865



Norma Ghorab  
2504 Calle Jade  
San Clemente, California 92673  
January 23, 2008

RECEIVED  
JAN 23 2008  
CALIFORNIA  
COASTAL COMMISSION

California Coastal commission  
Attn: Chariman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, California 94105-2219

Dear Chairman Kruer;

I am a resident of beautiful San Clemente, California. However, I realize that the Foothill-South (241) Toll road is needed not just for my city but the entire region. I have, over the years watched as many new housing developments have been added to our city, and the surrounding cities. This has brought the traffic in the area to a nightmare level during peak periods. If the area needed to be evacuated it definitely would be impossible.

I know that a completed 241 Toll road is included in the transportation plans for Orange County Cities.

Millions of travelers in the region need this completed 241 Toll Road. The bottom line is the toll roads work. They need to be part of the solution to this traffic problem.

Please, listen to the thousands of commuters in South Orange County, San Diego County and who are seeking relief from this growing traffic nightmare. I urge you and your fellow coastal commissioners to **vote in support of completing Foothill-South( 241)**

Thanking you in advance for your support of the Toll Roads, I remain

Sincerely,



Norma Ghorab

January 17, 2008

California Coastal Commission  
45 Fremont Street, Suite #2000  
San Francisco, CA 94105-2219  
Fax #415.904.5400

Attn: Chairman Pat Kruer

Dear Chairman Kruer:

One of the reasons I live in Orange County is the beautiful surroundings and the native habitat of wildlife. But I am afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

With the care that TCA has taken to mitigate other toll road's impacts, I am confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

A handwritten signature in black ink, appearing to read 'Derek J. McGregor', with a large, stylized initial 'D'.

Derek J. McGregor

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

Dear Chairman Kruer:

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

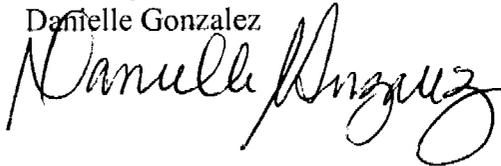
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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

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

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

Sincerely,  
Danielle Gonzalez

A handwritten signature in black ink that reads "Danielle Gonzalez". The signature is written in a cursive, flowing style with a large, prominent "D" at the beginning.

Dear Commissioner,

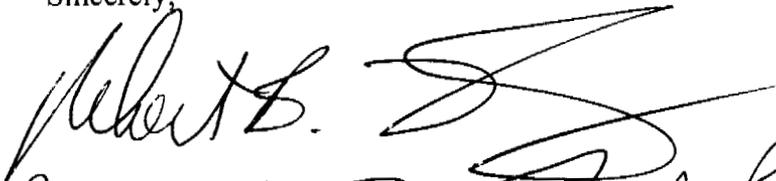
I am writing to ask you to support the 241 toll road project to connect Orange and San Diego counties.

To hear people opposed to the road, one would think that this land was untouched by human hands. Nothing could be further from the truth. A military base, a nuclear generation station, and an interstate freeway are already there. This road would not destroy a pristine environment.

Ironically, one of the areas people worry about most is called *Trestles*—reminiscent of the *railroad trestles* that run through the area. Transportation has historically been part of this region, and it has never been more important than it is today.

TCA has taken a number of steps to insure that the environment is minimally affected. The fact remains that we need more roads. Traffic will not get any better on its own.

Sincerely,



ROBERT B. THORNBURG  
1665 CRESTVIEW AVE  
SANTA BEACH, CA 90740  
562 431-7508

Dear Sirs and Madams,

I strongly support the completion of the 241 toll road, and I am surprised that so many environmentalists are against it.

Right now, tens of thousands of cars sit idle on Southern California freeways, spewing exhaust into the air. Any relief of that waste is beneficial to the environment.

Several years ago, when alternatives were first proposed for this project, there were dozens of options. The current alternative is the one with the least impact on the environment, and requires no eminent domain. This road option specifically avoids the habitats of endangered species, who will be mostly unaffected.

Obviously, nothing can be built without some sort of impact on the environment, but the current plan is one of the most environmentally friendly ones I've ever seen.

I ask you to please give your support to this road.

Thank you,

Christina Keep  
926 N. Loma Vista Dr.  
Long Beach, Ca  
90813

Dear Coastal Commission:

I am writing to urge your approval of plans to connect the 241 Toll Road to Interstate 5.

This project will benefit people in Orange and San Diego Counties, and the rest of Southern California. Right now there is only one route connecting the counties, and it gets very congested, especially on weekends.

The plan to connect the 241, which currently ends at Oso Parkway, to Interstate 5 just south of the Orange/San Diego County line, is reasonable and responsible. People say that we should just widen Interstate 5 instead, but that would require the destruction of more than 1,000 homes and businesses.

The Transportation Corridor Agencies have presented a responsible plan that avoids species' habitats, does not interfere with water flow or sea life, and does not restrict public access to beaches and campsites—if anything, it increases it!

No people OR animals will lose their homes if this road is built, and it will enhance the quality of life of people throughout the region.

Please support this road!

Respectfully,

Jessica Keys  
918 Park Circle Apt B  
Long Beach CA 90813

Dear Commissioner,

The recent fire storms that devastated Southern California should serve as an example of just how necessary the 241 extension is.

First, thousands of northern San Diego County residents had to flee their homes for shelters in Orange County. They had just one way to get there: I-5. Imagine how much easier and less crowded it would have been had they had two options!

What if there were another major disaster, even larger than the fires? With a Marine base, a nuclear plant, an ocean and an earthquake-prone area, the destructive possibilities are endless. I hope we never have a major disaster, but if there is one, it would be nice to have more than one option to get in and out of the area.

Also, roadways—and especially the toll roads, which run through wildland areas—serve as a firebreak. Extending the road would provide a firebreak to an even larger area. It would even help protect endangered species (which people claim will be harmed by the road) by keeping their habitats from burning.

This is more than a transportation issue. It is a public safety issue as well.

Sincerely,

  
708 Sea Breeze Drive  
Seal Beach, CA 90740

Dear Coastal Commissioners,

I am a resident of Orange County, and I would like to see the 241 extended to meet the 5.

I admit that I had my doubts about the project, mostly because I was worried about the road taking away camping areas. However, the road will not remove any campgrounds, and even at its closest point, the toll road would be farther away from campgrounds than the 5 is now.

I also like how there will be bridges that people and animals can cross under, and that trails will remain intact, too.

To me, it seems like a win-win situation: We get another road, and we get to keep the recreation we already enjoy.

Please approve this project!

Thank you,



STANLEY G. ANDERSON, JR.

632 Balboa Dr., Seal Beach, CA  
92740

Dear Coastal Commissioners,

Please approve the proposed project to lengthen the 241 toll road. We need traffic relief, and this plan makes sense.

The selected route might have some minor environmental impacts, but the benefits far outweigh the negligible problems.

The road cuts through a relatively small portion of protected land. It's not like entire square miles will be paved over. It will be a few lanes, which will run over existing waterways (San Mateo Creek) and will provide crossings for both people and animals underneath. Improvements made during the toll road's construction will actually help make San Mateo Creek cleaner by removing water that normally runs into the creek.

I care about the environment, but I need to be realistic. This toll road is badly needed, and I feel it will be built in a very responsible way.

Sincerely,

Linda Fenera  
2090 Knoxville  
S.B. Ca 90815

To whom it may concern:

Anyone who has spent any time in Southern California knows that our traffic problems are horrible. We have a great opportunity to relieve some of that congestion, but people want to squash the project without even looking at the benefits.

Will the road go through a natural environment? Yes. But it will be a narrow road that will avoid the most sensitive areas. The only other alternatives are new roads that would be even worse for the environment. Or we could expand Interstate 5...but that would mean taking and destroying hundreds of homes and businesses. It also wouldn't provide a secondary route, so in the event of a disaster, people would still only have one option.

People also say that building the road will just lead to the building of more homes. I don't know whether or not that will happen, but I do know that we have a big transportation problem, and we can't turn a blind eye to that. I don't know what the future holds, but I hope at the very least it holds a road that connects the current 241 with the 5.

Sincerely,

  
708 Sea Breeze Dr.  
Seal Beach, CA 90740

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

Dear Chairman Kruer:

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

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

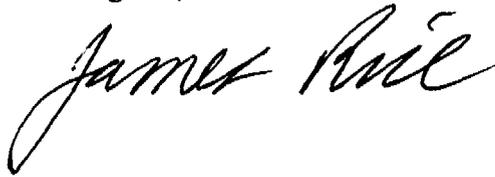
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,



**JAMES R. RICE, JR.**  
370 CALLE GUAYMAS  
SAN CLEMENTE, CA 92672



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

Dear Chairman Kruer:

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Melinda Stone".

Melinda Stone  
Managing Partner

MS/hs

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

Dear Chairman Kruer:

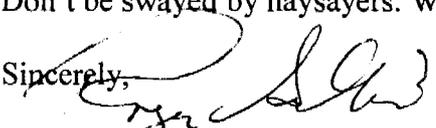
I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs. And when the environmentalists go up in arms, its because of the overbuilding of residences, without the necessary water drainage that causes all the flooding. Those are the developers who need to pay the price for enlarging flood channels.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily. In fact, I frequently use the toll roads for my own needs!

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,



Roger Sullivan  
46 Primrose  
Aliso Viejo, CA 92656

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

**RECEIVED**

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,  
Steve DeVre  
Laguna Niguel

John G. Ellis  
4400 Park Aurora  
Calabasas, CA 91302

January 21, 2008

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

Fax: 415.904.5400

**RECEIVED**

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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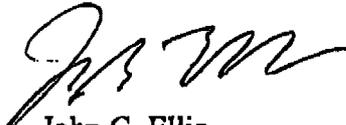
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Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents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

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

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

Sincerely,



John G. Ellis

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

RECEIVED  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in Orange County I know that completing Foothill-South is a smart decision. For my work, I travel from Lake Forest to Corona, Lake Forest to San Diego and from Lake Forest to Temecula on a regular basis. Please help!

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented. Feel free to travel the roads during the times that I do. .... 3-5PM and 8-10AM.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes. I pay for and utilize the Toll Roads. Furthermore, with San Diego and Orange Countics being the second and third most populous counties in California, improved mobility between these counties is imperative.

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

Regards,



Nick Van Egmond  
Lake Forest, CA  
949-525-8243

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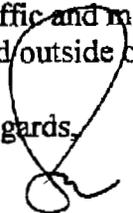
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Regards,

  
Greg Ganzerla  
Ganzerla & Associates, Inc.  
970 N. Tustin Ave. Suite 208  
Anaheim, CA 92807

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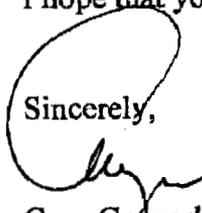
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Greg Gagzerla  
19 Regalo Dr.  
Mission Viejo, CA 92692

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

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

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

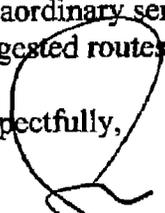
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Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

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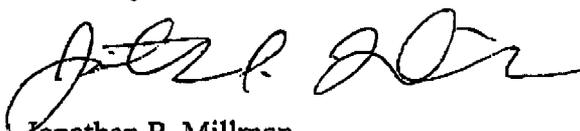
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Irvine, CA 92602

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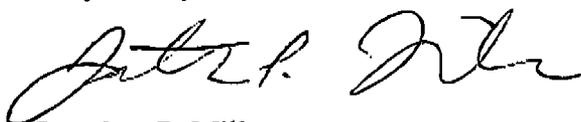
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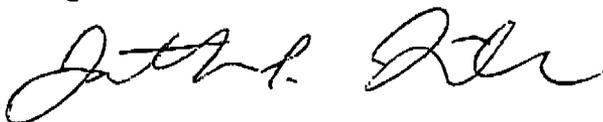
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**California Coastal Commission**  
Chairman Patrick Krueger  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105  
Fax: (415) 904-5400

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Sincerely,



Colleen M. Andersen-Briscoe  
11554 Normanton Way  
San Diego, CA 92131-29007

32488 Cassino Court  
Temecula, California 92592  
January 21, 2008

California Coastal Commission  
Attn: Chairman Pat Kruer  
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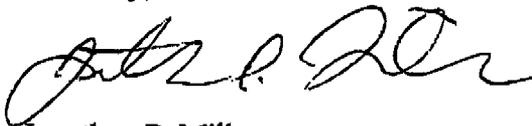
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LAKI BALAZS

31 VACENTE

IRVINE, CA 92602

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31 Valente  
Irvine, CA-92602

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*Wayne Skiles*  
WAYNE SKILES  
951-776-0647

ELAINE ROCCIO  
26307 Potomac Dr.  
Sun City, Ca. 92586  
(951) 246-7518  
(951) 672-2470 = fax  
email: [elaineroccio@aol.com](mailto:elaineroccio@aol.com)

January 19, 2008

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

RECEIVED

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Sir:

I fully support the completion of the 241 toll road from Oso Parkway to San Clemente in South Orange County. I am extremely disappointed that the commission did not approve the new road (tunnel) from Ortega Highway through to the Riverside County area. I SUPPORT the governor when he made it clear that the infrastructure of California is in drastic need of improvement. There was a missed an opportunity to do the right thing before, please do not pass up this opportunity at your next meeting beginning on February 6<sup>th</sup>.

The completion of the 241 toll road does not use tax dollars; will not hurt the environment; is a well thought out plan; and most of all, will help immeasurably by relieving traffic congestion.

I reside in Mission Viejo as well as Sun City and travel back and forth quite frequently. There are lots of options available to help relieve congestion, and you need to stop catering to the voices of the wealthy few and think "outside the box". This is a new century and a different ballgame. Please be more pro-active in your decision making.

Sincerely,



Elaine Roccio

CC: Gov. Arnold Schwarzenegger

CC: Senator Dianne Feinstein

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

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

Foothill-South is a must have to relieve gridlock traffic on I-5 and surrounding city streets.

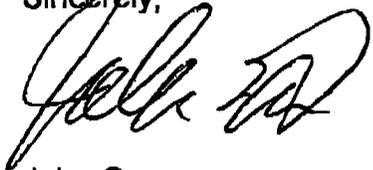
Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

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

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

Let's be proactive in providing traffic relief and not wait until gridlock gets worse.

Sincerely,



John Greer  
Rancho Santa Margarita, CA

FAX (562) 590-5084

**South Coast District Office**

Sherilyn Sarb, Deputy Director (for Orange Co.)

Teresa Henry, District Manager

RECEIVED  
Pages: 1  
South Coast Region

JAN 16 2008

CALIFORNIA  
COASTAL COMMISSION

Hello Sherilyn and Teresa,

I received the below email from the Toll Roads on January 15<sup>th</sup>, 2008. I am a resident and I do use the 241 as stated in the email from Tom.

Bottom line I do not support the extension of the toll road. The potential impact on both the state park and surf is not worth the perceived benefit. I have children and want them to enjoy the state parks located around Trestles. This July 4<sup>th</sup> we have 7 camping spots reserved at San Mateo camp ground. There are a total of 28 attending this yearly event where our kids mountain bike, hike & surf around the proposed extension. I would like this tradition to continue.

I make the drive every day and there would be little to no benefit.

Thanks for making our wonderful coast a priority.

Best regards,



Jeffrey S. Casaw  
15 Via Fontibre  
San Clemente, CA 92673

**RECEIVED**  
South Coast

FAX (562) 590-5084

Pages: 2

**South Coast District Office**  
Sherilyn Sarb, Deputy Director (for Orange Co.)  
Teresa Henry, District Manager

JAN 16 2008

CAUF  
COASTAL C

Hello Sherilyn and Teresa,

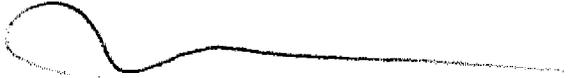
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San Clemente, CA 92673



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

RECEIVED  
JAN 17 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Sincerely,



Kristin Heusser

2 Bordeaux  
Coto de Caza, CA  
92679

January 14, 2008

From: Bill & Beth Keyworth  
26131 Buena Vista Ct.  
Laguna Hills, CA 02653

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

RECEIVED  
JAN 17 2008  
CALIFORNIA  
COASTAL COMMISSION

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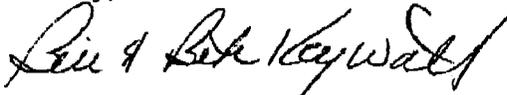
Please consider this letter as an urgent request for the California Coastal Commission to provide better support for the southern portion of the Foothill (241) toll road ...the segment intended to extend the toll road past Oso Parkway to the I5 south of San Clemente.

I have learned that all county plans have assumed that the 241 would be completed. It is amazing to me the selfish perceptions of a few can thwart the needs of the many. I am one of the many that live off of the I-5 in Laguna Hills, and the traffic congestion on that freeway is horrible. I am amazed that anyone with any concern for the "green" environment of our county can tolerate the excess fumes, smog and foul air that result from stalled traffic going to and from San Diego area though the I5 ...today's only existing route between LA and OC to San Diego. My family have to breathe that foul air, which exists not only during rush hour traffic ...but every weekend as residents of the Southland head to San Diego and Mexico on the only coastal route (I5) available.

I'm sure that there are studies that verify the increase in traffic on the I5, without the completion of the 241 will only get worse and worse. I am third generation Californian, with my great grandparents having moved to LA and OC in the 20's. Our frustration level with individuals who move here and then throw up walls to continued development and new roads is extreme.

Please register this letter as our complete support for the completion of the 241 to I5 north of Camp Pendleton. Thank you for your assistance.

Sincerely,



Bill & Beth Keyworth & family

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

RECEIVED  
JAN 17 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueer:

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

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

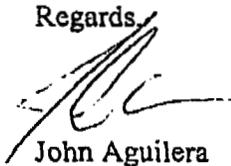
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project - which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,



John Aguilera

RECEIVED

JAN 17 2008

CALIFORNIA  
COASTAL COMMISSION

January 17, 2008

California Coastal Commission  
Attention: Chairman Pat Kruer  
Fax: 415-904-5400

Dear Chairman Kruer:

My husband and I drive to San Clemente frequently to visit family who live in the area. We are frequent users of the 241 Toll Road, and are looking forward to using the Foothill South toll road to have an easy drive to San Clemente, especially when the I-5 is clogged with traffic.

We hope you support the 241 Toll Road at your upcoming Coastal Commission meeting in February. We are looking forward to using the toll road when it's completed.

Thank you,



Sharon Fairbanks  
Lake Forest, CA  
949-859-5609

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

**RECEIVED**  
JAN 18 2008  
CALIFORNIA  
COASTAL COMMISSION

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

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Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
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Fax: 415.904.5400

**RECEIVED**  
JAN 18 2008  
CALIFORNIA  
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Dear Chairman Krueer:

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

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

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

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

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California Coastal Commission  
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Fax: 415.904.5400

**RECEIVED**  
JAN 18 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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

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

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

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

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

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

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

Respectfully,

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

**RECEIVED**  
JAN 18 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

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

**RECEIVED**  
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CALIFORNIA  
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Dear Chairman Krueger:

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

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

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

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

Sincerely,

California Coastal Commission  
Attn: Chairman Pat Kruer  
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Sincerely,

Deron Rall  
33761 Silver Lantern St.  
Dana Point, Ca 92629

**RECEIVED**

JAN 18 2008

CALIFORNIA  
COASTAL COMMISSION133 El Levante  
San Clemente, Ca 92672  
January 17, 2008

To: California Coastal Commission  
Attention: Chairman Krueger.

Dear Chairman Krueger,

I've been a resident of San Clemente since 1984, and very concerned about our horrendous traffic problem on I-5.

We must move forward with the 241 Foothills extension now.

As an expanding area, we <sup>must</sup> move on, accept some changes, and prepare for our future.

Sincerely,

Josephine (Jo) P. Gonzalez

FAX 415-904-5400

January 18, 2008

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

RECEIVED  
JAN 18 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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Sincerely,



Heidi Worcester  
21941 Bacalar  
Mission Viejo, CA 92691  
(949) 910-2925

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

Dear Chairman Kruer:

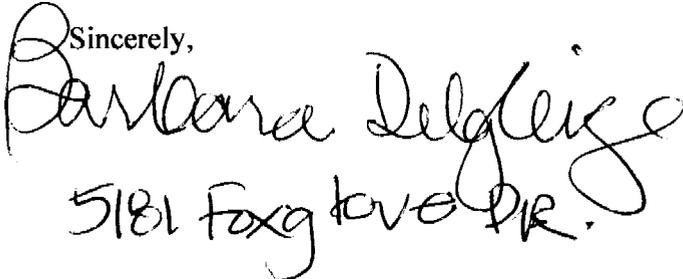
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Sincerely,  
  
5181 Foxglove Dr.

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

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Sincerely,

A handwritten signature in black ink, appearing to read "Tim Hemm". The signature is written in a cursive style with a horizontal line above the first few letters.

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

Dear Chairman Kruer:

I think you've probably already made your mind up on this which makes me wonder why I am bothering to write. But I care about the environment, too, and our quality of life in South Orange County and that's why I support the 241 construction.

I've been surfing and camping down here for years, too. Come down take a look and you'll see that the 241 won't damage the beach. It will just relieve traffic like pulling a cork out of a bottle.

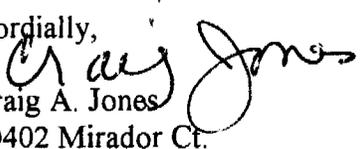
It will allow people to move through the area more easily which, I think, will reduce pollution...not stop and go freeway driving which just increases it.

We can complain about a lot of things down here but we only have one way in and out from the south to San Diego so this road is desperately needed and worthy of complaints if we do nothing but obstruct.

I've looked at the alignment and it avoids the most sensitive native habitats of the park and leaves the majority as open space. The vast majority of people camp on the beach side of the freeway anyway, so that's really a non-argument.

As for me, faster traffic through this area means less pollution and fewer greenhouse gases and a better quality of life. Please support building the 241. Help us all out down here.

Cordially,

  
Craig A. Jones  
30402 Mirador Ct.  
Laguna Niguel, CA  
(949) 249-8434

1.15.08

Darla K. Bethke  
22706 Islamare Lane  
Lake Forest, CA 92630

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

Dear Chairman Kruer:

Please help expedite completion of the 241 Toll Road!

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Darla K. Bethke". The signature is written in black ink and includes a long horizontal flourish at the end.

Darla K. Bethke

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

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Sincerely,

A handwritten signature in black ink that reads "Sally Jurica". The signature is written in a cursive, flowing style.

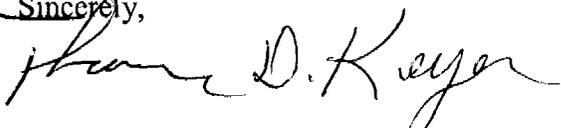
California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

Dear Chairman Kruer:

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

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

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

~~Sincerely,~~  
  
Newport Beach

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

Dear Chairman Kruer:

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

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The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

*Sandra Preczewski*  
*Justin, Ca. 92782*

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

**RECEIVED**

JAN 15 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

Sincerely,

*Barbara Delgleize*  
5181 Foxglove Dr.

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

RECEIVED

JAN 15 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

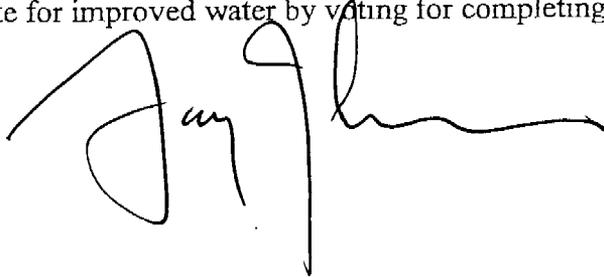
The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink, appearing to be "Pat Kruer", written over the "Regards," text.

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

RECEIVED

JAN 15 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

*Robin Crockett*  
*Trebruce Coyne*

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

January 15, 2008  
**RECEIVED**  
JAN 15 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

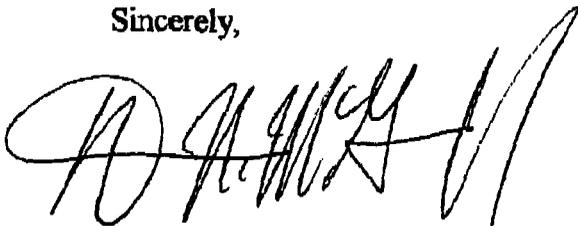
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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

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

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

Sincerely,



Dr. Donnie N. McGriff, Pastor  
Christ Temple Apostolic Church  
309 Prescott Avenue  
El Cajon, CA 92020

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

January 15, 2008

RECEIVED

JAN 15 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



Dr. Donnie N. McGriff, Pastor  
Christ Temple Apostolic Church  
309 Prescott Ave El Cajon, CA 92020

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

January 15, 2008

**RECEIVED**  
JAN 15 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

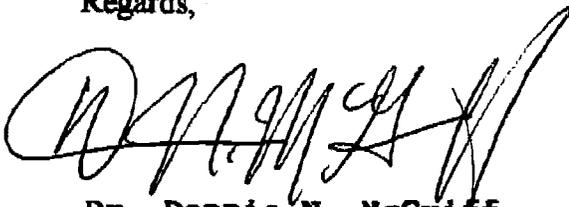
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project - which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,



Dr. Donnie N. McGriff  
Pastor Christ Temple Apostolic Church  
309 Prescott Avenue  
El Cajon, CA 92020

California Coastal Commission  
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January 15, 2008

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CALIFORNIA  
COASTAL COMMISSION

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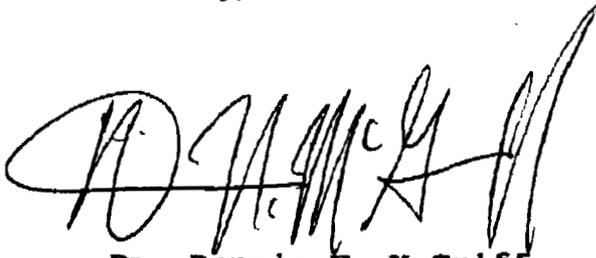
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



Dr. Donnie N. McGriff  
Christ Temple Apostolic Church  
309 Prescott Avenue  
El Cajon, CA 92020

James D Alford  
29342 Elba Drive  
Laguna Niguel, CA  
(949) 249-1388  
[davalf@cox.net](mailto:davalf@cox.net)

January 8, 2008

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "James D. Alford", with a large, sweeping flourish extending to the right.

James D. Alford

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

January 7, 2008

Dear Chairman Kruer:

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

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

Sincerely,

Steve and Mellaurie Gilmore



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

Dear Chairman Kruer:

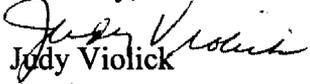
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The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

  
Judy Violick  
6 Orion Way  
Coto De Caza, CA 92678

January 7, 2008

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

Dear Chairman Kruer:

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

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

Sincerely,

  
Christopher M. Lappi

January 7, 2008

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

Dear Chairman Kruer:

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

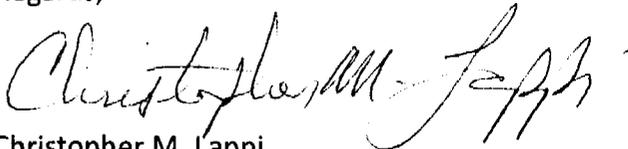
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More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

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

Regards,

  
Christopher M. Lappi

January 7, 2008

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

Dear Chairman Kruer:

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

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

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

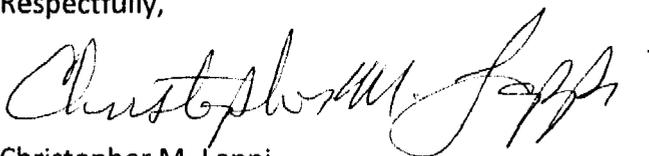
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For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

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

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

Respectfully,

A handwritten signature in black ink, appearing to read "Christopher M. Lappi". The signature is fluid and cursive, with a prominent initial "C" and "L".

Christopher M. Lappi

January 7, 2008

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

Dear Chairman Kruer:

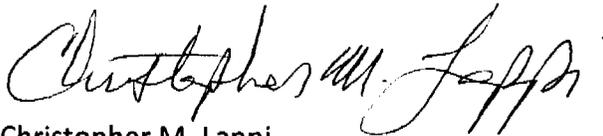
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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

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Christopher M. Lappi

January 9, 2008

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

**RECEIVED**

JAN 10 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

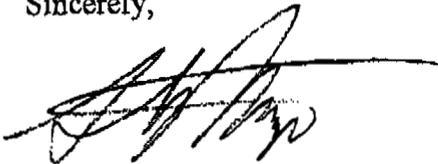
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Sincerely,



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

RECEIVED  
JAN 10 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Riverside, I have watched over the years as housing developments have sprouted throughout coastal cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

*Barneshwar Rai*

Barneshwar Rai  
5574 Allendale Drive  
Riverside, CA 92507

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

**RECEIVED**

JAN 10 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

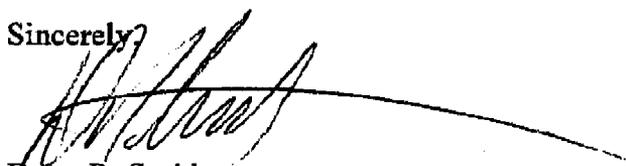
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Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

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

Sincerely,



Drew R. Smith  
San Juan Capistrano, CA

**RECEIVED**  
JAN 07 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Krueer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

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

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

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

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

Respectfully,



Brandon Combs  
Santa Ana, Orange County, CA

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

**RECEIVED**

**JAN 11 2008**

**CALIFORNIA  
COASTAL COMMISSION**

Dear Chairman Kruer:

I am a businessman who supports the finalization of the Foothill (241) Toll Road through the completion of its last 16-mile segment, Foothill-South. My business is directly impacted by the congestion along I-5 in San Clemente.

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

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

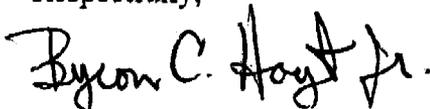
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For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public. Most of the public doesn't even know the park exists and is under utilized. The toll road will increase the parks visibility and will increase its utilization.

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

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

Respectfully,



Byron C. Hoyt Jr.  
33 Wellington Place  
Aliso Viejo, CA 92656

January 11, 2008

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

**RECEIVED**  
JAN 11 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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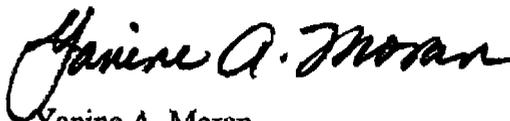
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Yanine A. Moran  
Rancho Santa Margarita

**RECEIVED**  
JAN 11 2008  
CALIFORNIA  
COASTAL COMMISSION

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

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Sincerely,

  
Donald J. Vaughn  
Mission Viejo, California 92691

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

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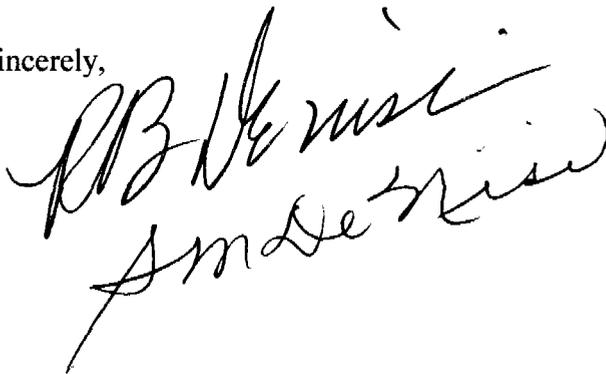
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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard and Sharon De Nisi". The signature is written in a cursive, flowing style.

**Richard and Sharon De Nisi  
26 Corte Pinturas  
San Clemente, CA 92673**

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

**RECEIVED**

JAN 10 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

*Shirley A. Crawford*  
*Crawford Contractors*

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

Dear Chairman Kruer:

Reference: Support for 241 Toll Road

As a long-time resident of San Diego resident and frequent Orange County commuter I have watched over the years as growth in Southern California has started to clog the freeways.

Don't let this San Clemente stretch of I-5 become a parking lot as many San Diego freeways have become.

Orange County has been proactive with their other toll roads and as a frequent user I really depend on that option for productive travel.

I really believe that toll roads work.

Please, please don't let South Orange County become a commuting nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Thank you.

  
Marty Peterson

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



Larry Hedge  
6 Orion Way  
Coto de Caza, CA 92679

January 9, 2008

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

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Regards,

A handwritten signature in black ink, appearing to read "Michele Lappi". The signature is fluid and cursive, with a large initial "M" and "L".

Michele Lappi

January 9, 2008

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

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



Michele Lappi

January 9, 2008

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,  
  
Michele Lappi

January 9, 2008

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,



Michele Lappi

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

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Regards,

Kirk Johnson

A handwritten signature in black ink, appearing to read "Kirk Johnson", with a long, sweeping horizontal stroke extending to the right.

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

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

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

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

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

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

Respectfully,



President of  
Trabuco Canyon

California Coastal Commission  
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45 Fremont Street, Suite 2000  
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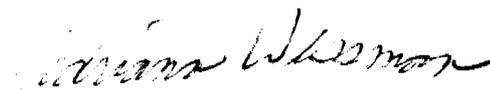
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



**Mr. & Mrs. Richard Wessman**  
**623 Vista Valinda**  
**San Clemente, CA 92672**

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

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

#  
*Richard and Sharon De Nisi*

Richard and Sharon De Nisi  
26 Corte Pinturas  
San Clemente, CA 92673

January 8, 2008

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

RECEIVED  
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CALIFORNIA  
COASTAL COMMISSION

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

Regards,



Karol H. Reedy  
Dove Canyon Resident

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

RECEIVED  
JAN 09 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Sincerely,



Karol H. Reedy  
Dove Canyon resident

Joan A. Sullivan  
46 Primrose  
Aliso Viejo, CA 92656  
949-233-7952

[joan@ccos.net](mailto:joan@ccos.net)

---

January 5, 2008

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

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for Orange County commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people who travel every day along that stretch of I-5 and those of us who live in South Orange County.

I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,



Joan Sullivan

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

Dear Chairman Kruer:

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

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

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

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

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

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

Respectfully,

A handwritten signature in cursive script that reads "Sally Arica". The signature is written in black ink and is positioned below the typed name "Sally Arica".

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

Dear Chairman Krueger,

I've recently moved to Orange County from Seattle, Washington. I was hopeful when I moved here that I would leave the gridlock that has become routine in Seattle. Seattle did not properly identify efficient and effective traffic measures early or often enough and are now faced with widening measures on I-5, much as this body is preparing to do. Efforts to widen the interstate in the past have resulted in long-term projects that have done little to reduce traffic problems. Moreover, there is simply not much more room to widen.

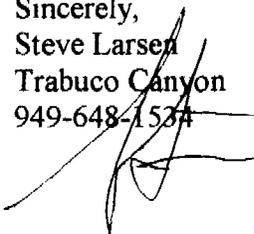
Here, this community has the opportunity to create an additional path to help traffic. I urge you to support continuing the 241 south for the many reasons you already know and hear but for the added reason from one Seattle resident who knows how bad planning can affect its citizens.

Please approve the Coastal Consistency application for the 241 Toll Road. Interstate 5 is the only north-south route through southern Orange County. Today traffic at the San Diego/Orange County line is about 126,000 cars a day. In 2025, more than 200,000 cars will travel that same stretch of roadway each day.

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

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

Sincerely,  
Steve Larsen  
Trabuco Canyon  
949-648-1534



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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read 'LAGUNA NIGUEL', with a stylized flourish at the end.

LAGUNA NIGUEL

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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

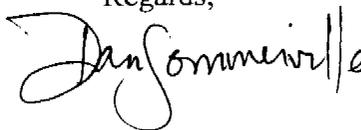
As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

 - resident of San Juan Capistrano

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

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

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

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

Respectfully,

*Harold Martin*

*Trabuco Canyon Resident*

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

Dear Chairman Kruer:

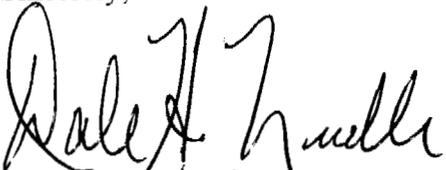
You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

  
DALE H. NUELLE  
RWERSIDE, CA

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

Dear Chairman Krueer:

I want our 241 Toll Road to be completed!

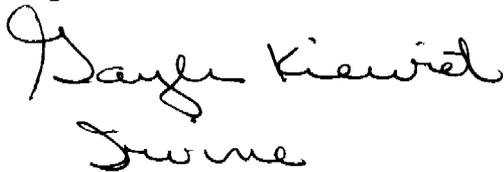
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Regards,

  
Wayne Kiewit  
Jwme

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

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

  
Paul Johnson  
Rancho Santa Margarita, CA.

Jan. 10, 2008

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

Dear Chairman Krueger,

I am a driver who lives in San Clemente. Traffic continues to get worse and worse on the I 5. We desperately need the relief that the new 241 Toll Road would bring. I am convinced that the environment will not be disturbed to any great extent nor will the surfing be ruined by this road. Without it, traffic will be a disaster.

Sincerely,

Jan McMurray  
2012 Los Alamos  
San Clemente, CA  
92672

January 10, 2008

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

**RECEIVED**

JAN 14 2008

CALIFORNIA  
COASTAL COMMISSION

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

Sincerely,

*Catherine G. Davis*

Catherine G. Davis  
20857 Parkside  
Lake Forest, CA 92630-5826  
(949) 472-4271

227 Morning Canyon Road  
Corona del Mar, CA 92625  
January 11, 2008

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

VIA FAX: (415) 904-5400

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The arguments against the project are weak when compared to the justifications which have been submitted. Traffic gets worse every month. I know, I routinely have to drive that section of I-5.

After years of study we need to move forward with completing the 241. I urge the Commission to approve the application.

Sincerely,



Hunter T. Cook, PE, F. ASCE

**RECEIVED**

JAN 11 2008

CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Kruer:

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

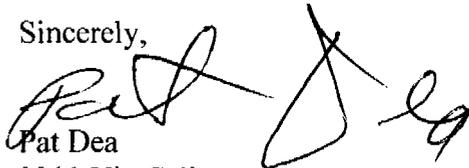
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Dea', is written over the typed name. The signature is stylized and cursive.

Pat Dea  
3211 Via Cajita  
Carlsbad, CA 92010

January 9, 2008

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

Dear Mr. Kruer:

As a resident of Huntington Beach, I urge you to approve the TCA's plan for the completion of the 241 to Interstate 5. I own and operate a small technical consulting service and visit clients regularly from San Diego to Los Angeles. It is vital to my business that we ease congestion throughout Southern California.

The I-5 is a gruesome bottleneck, especially through the San Clemente area. If there is a collision all movement north and south between San Diego and Orange County grinds to a halt. When I-5 shuts down, my business and thousands of other businesses that rely on transportation also shut down. It also means that in an emergency, vital first responders will not be able to get through the tangle of cars and trucks.

If your mission is truly to protect the quality of life for Californians then I urge you to approve this project immediately.

Sincerely,

A handwritten signature in black ink, appearing to read "A.J. Jolivette", written in a cursive style.

Mr. A.J. Jolivette

16791 Moody Circle Unit C  
Huntington Beach, CA

*Jan. 10, 2008*

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

Dear Chairman Krueer:

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

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

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

Sincerely,

*Virginia B. Sedgwick*  
*27151 Mission Hills Dr.*  
*San Juan Capistrano, CA 92675*

CHAIRMAN PATRICK KRUER  
CALIFORNIA COASTAL COMMISSION  
45 FREMONT STREET, SUITE 2000  
SAN FRANCISCO, CA 94105-0000

JANUARY 7, 2008  
JAMES MEAKIN  
P. O. BOX 5582  
HUNT. BCH., CA  
92615-5582

RE: SO. ORANGE COUNTY I-5 WIDEN.

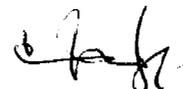
DEAR CHAIRMAN KRUER:

I HAVE BEEN ADVISED BY THE TOLL ROADS, THAT YOUR PREFERRED TRAFFIC RELIEF SOLUTION FOR THE I-5 IN SOUTH ORANGE COUNTY, IS TO WIDEN THE I-5 THROUGH SAN JUAN CAPISTRANO AND SAN CLEMENTE. WHILE THIS MAYBE A GOOD SHORT TERM SOLUTION, A LONG TERM SOLUTION WILL REQUIRE A HIGH INLAND ROUTE TO AVOID FUTURE GLOBAL WARMING, OCEAN RISING PROBLEMS!!!! ALSO, WIDEN THE I-5 IN SOUTH ORANGE COUNTY, USES MONEY THAT THE TOLL ROADS NEW 241 ROAD, CAN SAVE THE TAXPAYER'S, WITH THE TOLL ROAD !!!!!

PLUS, THE NEW 241 TOLL ROAD IN INLAND ORANGE COUNTY, CAN BE USED AS A BASE TO CREATE A NEW ROAD THROUGH CLEVELAND NATIONAL FOREST, TO THE 215 HIGHWAY, TO LINK THE INLAND EMPIRE TO ORANGE COUNTY !!!!! THIS EXTENTION OF THE 241 TO THE INLAND EMPIRE, COULD PROVIDE ONE OF THE MOST NEEDED ROADS IN CALIFORNIA'S FUTURE !!!!! DUE TO THE HEIGHT OF THE 241, THIS ROUTE WOULD NOT BE EFFECTED BY GLOBAL WARMING FOR YEARS !!!!!

FOR ALL THE ABOVE FACTORS, I BELIEVE THE EXTENTION OF THE 241 TOLL ROAD, SHOULD BE PART OF THE I-5 TRAFFIC SOLUTION IN SOUTH ORANGE COUNTY AT THE PRESENT TIME. RATHER THAN WIDEN THE I-5 THROUGH BOTH SAN JUAN CAPISTRANO AND SAN CLEMENTE , AND REMOVE 1200 HOMES AND BUSINESSES.

SINCERELY,



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

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

*Karen A. Selleson*

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

Dear Chairman Kruer:

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

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

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

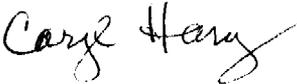
Foothill-South will provide an alternative evacuation route if the I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road would also serve as a firebreak during wildfire season.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind for relief, connection and evacuation.

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

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

Sincerely,

  
CARYL HARVEY

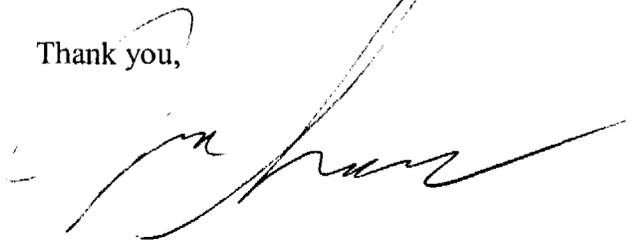
Dear Coastal Commission,

I am a firefighter who lives in South Orange County. Besides wanting the toll road for my personal use, the toll road extension would provide tremendous safety benefits to people throughout the region.

Right now, Interstate 5 is the only route into and out of San Clemente and northern San Diego County. Something as routine as a car accident can close the freeway for hours. Besides inconveniencing thousands of commuters, that can also keep emergency personnel from being able to respond quickly to an incident—whether it's a something as severe as a wildfire, or just a need for backup units on a routine call (but a call in which someone's life could be at stake).

Another route is vital for Orange County (and San Diego County). I hope that you will not stand in the way of this road being built.

Thank you,

A handwritten signature in black ink, appearing to be 'John P. ...', written over a horizontal line.

22625 Summerfield  
Mission Viejo CA  
92692

Dear Coastal Commission:

I live in Orange County and would like to see the 241 meet the 5. The current plan is more than reasonable. We are wasting time quibbling about inconsequential environmental issues. It is better to take out a few acres of scrub than people's houses.

We are all tired of sitting in traffic and need more roads, especially highways. I don't mind paying a toll as long as I get somewhere quickly.

Please approve these plans.

Harlene Fols  
22312 Shadow Ridge  
Mission Viejo, CA 92692

Jan. 10, 2008

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

Dear Chairman Krueger,

I am a driver who lives in San Clemente. Traffic continues to get worse and worse on the I 5. We desperately need the relief that the new 241 Toll Road would bring. I am convinced that the environment will not be disturbed to any great extent nor will the surfing be ruined by this road. Without it, traffic will be a disaster.

Sincerely,

Jan McMurray  
2012 Los Alamos  
San Clemente, CA  
92672

PHILIP L. MARTIN  
1808 NORTH WINDES DR.  
ORANGE, CA 92869-1042

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

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



*Philip L. Martin*  
1/9/08

PHILIP L. MARTIN  
1808 NORTH WINDES DR.  
ORANGE, CA 92869-1042

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



1/9/08

PHILIP L. MARTIN  
1808 NORTH WINDES DR.  
ORANGE, CA 92869-1042

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

Dear Chairman Kruer:

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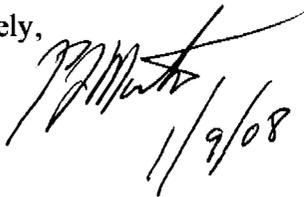
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Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

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

Sincerely,



11/9/08

January 12, 2008

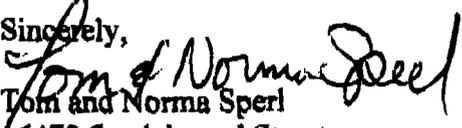
California Coastal Commission  
Attention: Pat Kruer  
Fax: 415-904-5400

Dear California Coastal Commission Members:

We've resided in Orange County for nearly 45 years. We both fought the traffic on our freeways during our working days - as a registered nurse at a hospital in Orange and as a sales manager at a telecommunications company in Norwalk.

Now, we are both retired and travel frequently in our motorhome. Many of our trips are to local areas near Palm Desert and San Diego. We don't want to keep fighting the traffic. We often use the existing toll roads to the desert and San Diego, and we would love to see the 241-south toll road completed.

We hope you support the construction of the 241-south toll road at your upcoming commission meeting. We believe this will help decrease traffic on our local roads.

Sincerely,  
  
Tom and Norma Sperl  
16479 Sandalwood Street  
Fountain Valley, CA 92708

RECEIVED  
JAN 14 2008  
CALIFORNIA  
COASTAL COMMISSION

1/12/2008

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

**RECEIVED**  
JAN 14 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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

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

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

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

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

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

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

Respectfully,



John F. Barnes, Jr.

5 Willowglade

Trabuco Canyon, CA.

January 12, 2008

Mr. Ronald R. Kratochvil  
43679 Alcoba Drive  
Temecula, CA 92592

Mr. Patrick Kruer, Chair  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**RECEIVED**

JAN 14 2008

CALIFORNIA  
COASTAL COMMISSION

Via Fax: (415) 904-5400

Dear Mr. Kruer:

The purpose of this letter is to encourage your vote to approve the final segment of the Foothill Toll Road (241). Business in Orange County is a huge concern of mine. As a businessperson based near Orange County, I drive regularly in and through South Orange County. I have seen traffic increase substantially over the years on I-5 and surrounding city streets to the point where stand-still traffic is so frequent that it would "try the patience of Job".

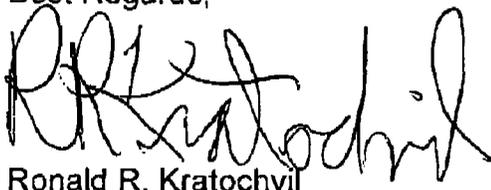
Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind. My understanding is that without Foothill-South, the already severe traffic will increase 60% by 2025.

Studies clearly indicate that the completion of Foothill-South will reduce travel time in the area from one (1) hour to twenty-five (25) minutes during peak hours. As such, it is no longer a question of whether or not traffic congestion relief is needed; rather, it is a question of which relief alternative should be implemented. All of the evidence clearly demonstrates that completing Foothill-South is a sound decision.

Judging from their work in the past, I also believe that TCA will build Foothill-South with extraordinary sensitivity to the environment.

I trust that you will concur.

Best Regards,



Ronald R. Kratochvil

RRK/ms

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

Dear Chairman Kruer:

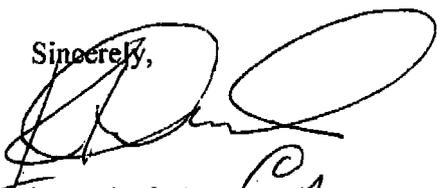
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The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



Kruer, Pat

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JAN 14 2008

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COASTAL COMMISSION

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Sincerely,

Fabiola Allegretti

**RECEIVED**  
**JAN 14 2008**  
**CALIFORNIA**  
**COASTAL COMMISSION**

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
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I hope that you'll agree that it's time to invest in California's infrastructure

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Fabiola Allegretti

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Sincerely,

Dr. Mark Sayed

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JAN 14 2008

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Sincerely,

Dr. Jon Sayed

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Dr. Jon Sayed

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COASTAL COMMISSION

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

Dr. Mark Sayed

**RECEIVED**  
JAN 14 2008  
CALIFORNIA  
COASTAL COMMISSION

**California Coastal Commission**

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

Dear Governor:

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

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

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

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

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

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state. You need to do something and stop dithering on making decisions that once made this a great state. Man up to the opposition and show some true leadership and stop the tyranny of the minority that is ruining the state through our court system.

Regards,

Kevin Kehoe  
Laguna Niguel  
949 715 3709

**RECEIVED**

JAN 14 2008

CALIFORNIA  
COASTAL COMMISSION

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

**RECEIVED**

JAN 11 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,



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Sincerely,



Ronald C. Wallace 1-10-08

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

RECEIVED  
JAN 11 2008  
CALIFORNIA  
COASTAL COMMISSION

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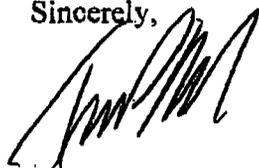
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Sincerely,



449 636 6065

01/11/2008

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

**RECEIVED**

JAN 10 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,

*Sheila Crawford*

*Crawford Contractors*

January 8, 2008

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

Dear Chairman Kruer:

Reference: Support for 241 Toll Road

As a long-time resident of San Diego resident and frequent Orange County commuter I have watched over the years as growth in Southern California has started to clog the freeways.

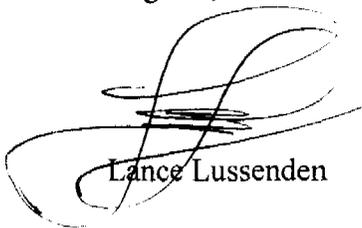
Don't let this San Clemente stretch of I-5 become a parking lot as many San Diego freeways have become.

Orange County has been proactive with their other toll roads and as a frequent user I really depend on that option for productive travel. The alternative to the 241 Toll Road would be widening the I-5 corridor through southern Orange County creating a traffic nightmare, require the condemnation of private land and lowering the property values of existing properties that would now be directly adjacent to the expanded I-5.

I really believe that toll roads work.

Please, please don't let South Orange County become a commuting nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,



Lance Lussenden

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

**RECEIVED**  
JAN 04 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Kruer:

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

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek. We all know that San Mateo Creek is running dry most of the year. The majority of sediment flow is coming from high flow that remains unchanged as the watershed remains undeveloped.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

  
George Hsu



## JANET NGUYEN

SUPERVISOR, FIRST DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION  
333. W. SANTA ANA BLVD., P.O. BOX 687, SANTA ANA, CALIFORNIA 92702-0687  
PHONE (714) 834-3110 FAX (714) 834-5754 janet.nguyen@ocgov.com

January 16, 2008

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

**Subject: Support approval of the Transportation Corridor Agency's application for Consistency Certification**

Dear Chairman Kruer:

I want to strongly encourage the California Coastal Commission to approve the Transportation Corridor Agency's application for Consistency Certification in February 2008. In addition to serving on the Orange County Board of Supervisors, I also sit on the Orange County Transportation Authority (OCTA) Board of Directors which also fully supports this important project.

The last segment of the State Route 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection concerns. Completion of SR 241, a project that has been thoroughly planned and extensively studied for over 20 years, is a vital link in our region's transportation network. It will improve the quality of life and enhance local economies throughout the region by reducing traffic congestion.

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

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

Thank you for your time and consideration on this important issue. If I can be of any assistance, please do not hesitate to contact me at (714) 834-3110 or email [Janet.Nguyen@ocgov.com](mailto:Janet.Nguyen@ocgov.com).

Sincerely,

A handwritten signature in black ink that reads "Janet Nguyen".

JANET NGUYEN  
Supervisor, First District



## CITY OF LAGUNA NIGUEL

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

## CITY COUNCIL

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

January 15, 2008

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

**Subject: Support Approval of the Transportation Corridor Agency's Application  
for Consistency Certification**

Dear Chairman Kruer:

I want to strongly encourage the California Coastal Commission to approve the Transportation Corridor Agency's Application for Consistency Certification in February 2008. In addition to serving on the Laguna Niguel City Council, which voted unanimously to support this project, I also sit on the Orange County Transportation Authority (OCTA) Board of Directors, which also fully supports this important project.

The last segment of the State Route 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection concerns. Completion of SR 241, a project that has been thoroughly planned and extensively studied for over 20 years, is a vital link in our region's transportation network. It will improve the quality of life and enhance local economies throughout the region by reducing traffic congestion.

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Thank you for your time and consideration.

Sincerely,

Paul G. Glaab  
Mayor

cc: City Council  
City Manager

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

Dear Chairman Kruer:

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

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

Sincerely,



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

**Mark Delaplaine**

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

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

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

Dear Coastal Commissioner,

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

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

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

Sincerely,  
al bloom  
tustin

*Law Offices of Richard B. Macgurn*

CERTIFIED SPECIALIST PROBATE, ESTATE PLANNING & TRUST LAW\*

1015 CHESTNUT AVENUE, SUITE E3  
CARLSBAD, CA 92008  
(760) 729-7162  
FAX (760) 729-2860

DATE: January 7, 2008

FAX COVER SHEET

TO: Chairman Patrick Kruer

FAX NO. 415-904-5400

RE: 241 Toll Road Completion

RECEIVED  
JAN 07 2008  
CALIFORNIA  
COASTAL COMMISSION

# PAGES (including cover): 2      SENDER: Cindy

IF ANY PAGES ARE ILLEGIBLE OR MISSING, PLEASE CONTACT SENDER

DOCUMENT(S) BEING FAXED:

Letter to Chariman Patrick Kruer from  
Richard B. Macgurn

NOTICE OF PRIVACY AND CONFIDENTIALITY

This facsimile transmission and the documents which accompany it are intended only for the use of the recipient named above and contain information which is confidential, privileged, and exempt from disclosure under applicable law. You are hereby notified that any disclosure, dissemination, distribution, photocopying, or the taking of any action in reliance on such documents or information is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone to arrange for return of the original documents to us. Thank you.

7. 2008 2:51PM

*Law Offices of Richard B. Macgurn*

CERTIFIED SPECIALIST PROBATE, ESTATE PLANNING & TRUST LAW\*

1015 CHESTNUT AVENUE, SUITE E3  
CARLSBAD, CA 92008  
(760) 729-7162  
FAX (760) 729-2860

January 7, 2008

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

BY FACSIMILE AND  
FIRST CLASS MAIL

Re: 241 Toll Road Completion

Dear Mr. Krueer:

It is my understanding that the Commission will vote on the 241 Toll Road at the Commission's February 6, 2008 - February 8, 2008 meeting in San Diego.

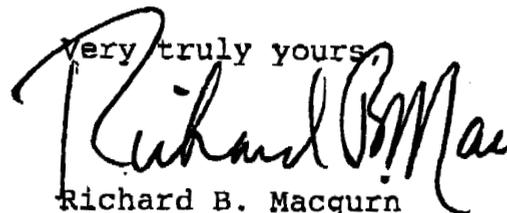
I strongly support the completion of the 241 Toll Road to the I-5 south of San Clemente. As you know, traffic congestion is a serious problem in Southern California. The population of South Orange County and North San Diego County continues to grow. Where will the additional cars go? The 241 needs to be completed as soon as possible. I also strongly support the expansion of the I-5. However, it is clearly not an either/or proposition. We need both roads expanded as soon as possible.

I frequently work in Costa Mesa and travel there from my office in Carlsbad. The traffic between San Clemente and the 73 Toll Road is bad and getting worse. Completing the 241 will divert some of that traffic off of the I-5.

I have been following the planning process for this toll road. The planning process has been exhaustive. Great care has been taken to minimize the environmental impacts of this road, perhaps more so than any other road I have heard of that has been built.

Please vote in favor of the completion of the 241 Toll Road for the benefit of all Southern Californians and those who visit our fair state. Thank you for your consideration.

Very truly yours



Richard B. Macgurn

RBM:cec

CALIFORNIA  
COASTAL COMMISSION

JAN 07 2008

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DATE: January 7, 2008

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JAN 07 2008

CALIFORNIA  
COASTAL COMMISSION

FAX COVER SHEET

TO: Chairman Patrick Kruer

FAX NO. 415-904-5400

RE: 241 Toll Road Completion

# PAGES (including cover): 2 SENDER: Cindy

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January 7, 2008

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

BY FACSIMILE AND  
FIRST CLASS MAIL

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JAN 07 2008

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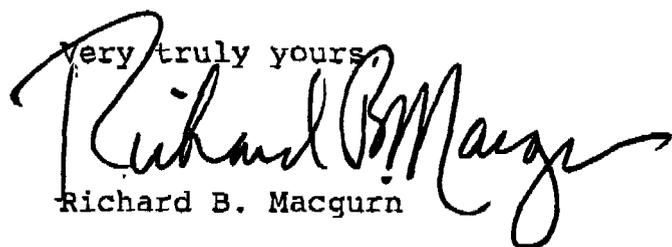
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Very truly yours



Richard B. Macgurn

RBM:cec



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

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

January 9, 2007

Dear Chairman Kruer:

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

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

Dear Chairman Krueger:

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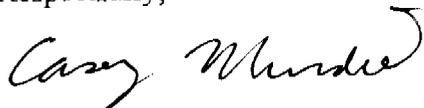
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Respectfully,

Handwritten signature of Casey Murdoch in cursive script.

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

Dear Chairman Krueer:

I'd like to invite you to my beautiful city in Orange County so you can experience the nightmare it turns into during peak traffic hours.

For years, our leaders have talked about solutions, but now is the time to act. There is one solution to help alleviate traffic congestion in south Orange County and that is the completion of the Foothill-South (241) Toll Road.

You'll hear a lot of arguments against the Foothill-South Toll Road, but please listen to the people whose lives are affected daily with traffic congestion that is so terrible we feel trapped in our own city!

I'm asking you and your fellow Coastal Commissioners to please vote in support of the Transportation Corridor Agency's plan to complete the final 16 miles of a Toll Road system that has already been proven successful (just look at the 320,000 trips recorded each day on the existing 51-miles of Toll Roads in Orange County).

Thank you in advance for voting to improve the quality of life for thousands of commuters each day.

Regards,

*Daniel G. Charney*

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

Dear Chairman Kruer:

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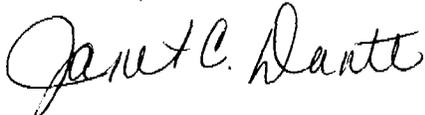
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in cursive script that reads "Janet C. Dante".

Janet C. Dante

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

Dear Chairman Kruer:

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Alfrey". The signature is written in a cursive style with a large, looping initial "L".

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

Dear Chairman Kruer:

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

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Sincerely,

*Deanlyham*

*Driver of Orange County*

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

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Sincerely,

  
1/11/08

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

Dear Chairman Kruer:

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

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

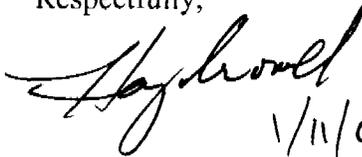
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For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

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

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

Respectfully,

  
1/11/08

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

  
4/11/08

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

Dear Chairman Krueer:

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

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

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

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

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind for relief, connection and evacuation.

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

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

Sincerely,

A handwritten signature in black ink, followed by the date "1/11/08". The signature is stylized and appears to be "H. Krueer".

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

Dear Chairman Kruer:

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

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

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

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

Thoughtfully,

  
1/11/08

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

Dear Chairman Krueger:

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

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

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

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

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

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

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Respectfully,



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

Dear Chairman Kruer:

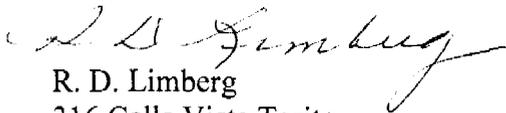
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



R. D. Limberg  
316 Calle Vista Torito  
San Clemente, CA 92672

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

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Respectfully,



Rudy Pelleriti  
104 Arista  
San Clemente, CA 92673  
[rpelleriti@cox.net](mailto:rpelleriti@cox.net)

cc: Senator Dianne Feinstein  
Governor Arnold Schwarzenegger

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

Dear Chairman Kruer:

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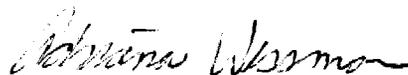
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It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

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

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

Regards,



**Mr. & Mrs. Richard Wessman**  
**623 Vista Valinda**  
**San Clemente, CA 92672**

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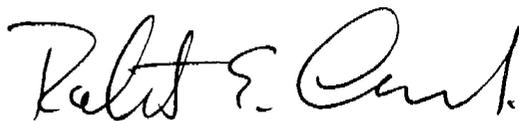
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Regards,



ALSO VIJO RESIDENT

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

Dear Chairman Kruer:

I have camped at the San Mateo campground for years. When I first heard of plans for completing the Foothill-South (241) Toll Road, I was concerned.

But after looking at the plans and hearing both sides of the argument, I'm convinced that this Toll Road will not adversely affect the camping experience at San Mateo.

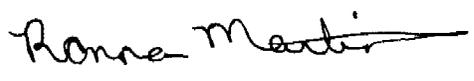
I know what the opponents are saying, but I believe they are misleading the public. First, absolutely no campsites will be removed with this project. The road will not be going "right through" the campground, as I've seen opponents claim.

It won't threaten Trestles and affect its surf break. And most importantly, the 241 will allow me to get to the San Mateo campgrounds without having to battle traffic.

Please don't fall prey to the misinformation and misleading statements from people opposing this project.

Vote yes to the TCA proposal to finish the 241 Toll Road.

Regards,

  
Trabuco Cyn, CA

January 10, 2008

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

Dear Chairman Kruer:

Thank goodness I am retired and do not have to use I-5 on a daily basis like I did during my working years. However, my wife and I do frequently visit our daughter and grandsons in San Diego and therefore get to experience the agony of I-5 in south county. Our trip starts out on Hwy 241 in the city of Orange but we have to divert to Hwy 133 and back to I-5 in the city of Irvine and then proceed down through the El Toro Y, Mission Viejo, San Juan Capistrano, etc . If the Foothill-South portion of Hwy 241 were complete we would be able to use the toll road all the way to San Onofre thereby relieving the traffic load on I-5. Perhaps no big deal for someone who makes the trip 2 or 3 times a month. But multiply that by the thousands of trips made everyday by others and it would have a tremendously positive impact on I-5 traffic. The resultant reduced traffic jam would result in less lost human productivity, a reduction of air pollution and conservation of energy from less stop and go traffic and probably a reduction in road rage, traffic accidents, and loss of life.

I understand that one of the concerns is a disruption of the habitat for the Pacific Pocket Mouse and the Arroyo Toad. I am not an expert but my discussion with knowledgeable parties involved in the planning process for Foothill-South have assured me that great and successful effort was put forth to minimize any such disruption. Now it may be a politically incorrect statement but isn't it about time human needs were put at least on an even footing with mouse and toad needs. For far to the long the playing of the "environmental card" has been the trump card of those who want to stand in the way of progress.

I also understand that some are concerned about the view from the beach. Give me a break. What could screw up the view from the beach more than I-5 and the San Onofre power plant.

I read in the paper this morning that some feel that the widening of I-5 by displacing thousands of people and hundreds of businesses would be alternative to Foothill-South. Please see politically incorrect statement above. In addition my understanding is that the billion of dollars necessary to accomplish this widening are not available and with the political mess in California it is doubtful that it would be available anytime in the near future.

Sir, lets build Foothill- South – NOW.

Very truly yours,



Alan L. Boyer  
431 So. Wrightwood St.  
Orange, CA 92869

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

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink that reads "Leann Rensink". The signature is written in a cursive style with a large initial "L" and "R".

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

Dear Chairman Kruer:

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

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

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

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

Sincerely,

Daniel E. Marrs  
6 Summitcrest  
Dove Canyon, CA 92679  
(949)-459-1975 ph

C.C. GOV SCHWARZENEGGER  
C.C. SENATOR FEINSTEIN

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

Dear Chairman Kruer:

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Respectfully,

*Berry + Sharon Jenner*  
*San Clemente, CA*

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

Chairman /Commissioners:

Please, please support the extension of the 241 toll road for the traffic  
congestion is at least TERRIFYING and will only get worse. Thank you for your support.

Dr. Jack Roper

  
Dana Point, Ca.

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

Dear Chairman Kruer:

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Sincerely,

Jodey and Mike Dugan

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

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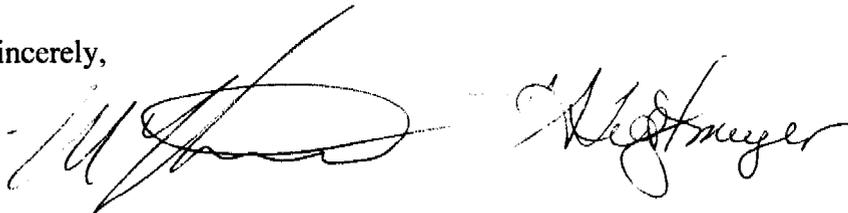
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Sincerely,

Handwritten signatures of Michael and Melody Tegtmeyer. The signature on the left is a stylized, cursive signature, and the signature on the right is a more legible cursive signature.

Michael & Melody Tegtmeyer  
16 Milagro  
Rancho Santa Margarita, CA 92688

To Whom it May Concern....

Thank you for educating me on why this vital piece of the complete toll road was not yet completed. Please complete it! As a resident of Coto De Caza part of the reason in selecting a home in this community was the future development of the Toll Road South! The Toll Roads have been an excellent site for firefighters also in the most recent Ca fires! They have paved access to fighting fires in hard to reach wilderness areas. I have complete faith in the body of engineers that have studied extensively the impact on the surrounding beach areas.

Thank You,

April & Tony Martinez

Coto De Caza, Ca 92679

*Put it  
Through!*

*Nancy D. Wright*

*CERTIFIED PUBLIC ACCOUNTANT*

*ACCOUNTING SERVICES ❖ ON SITE SERVICES ❖ SMALL BUSINESS FOCUS*  
January 15, 2008

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

Dear Sirs:

We live in Rancho Santa Margarita and use the toll road all the time. Had the toll road not been here, we would not have moved to this area. We are very appreciative of its use. It saves time and is scenic to-boot!

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

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

Since these precautions have been taken, there is no reason to vote against the extension. Many people in Mission Viejo, Rancho Santa Margarita, Foothill Ranch, Ladera, Coto de Caza and Talegra will be able to access the I-5 to get to San Diego easier and faster. It allows them to go north also. I am a CPA, and I have clients in San Diego and San Clemente/Dana Point, and I would certainly use and appreciate the additional toll road!

Please vote YES on the toll road extension. Thank you so much.

Sincerely,



Nancy Wright

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

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink that reads "Chris B. Rensink". The signature is written in a cursive style with a small dot above the letter 'i' in "Rensink".

William J. Gerard  
5145 Via Primaria  
Yorba Linda, CA 92886

January 19, 2008

California Costal Commission  
Attn: Patrick Kruer, Chairman  
45 Fremont Street  
San Francisco, Ca. 94105

Dear Mr. Kruer,

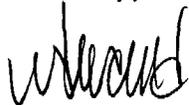
I'm a business man who lives in Yorba Linda. I have business in San Clemente, which necessitates that I traverse the I-5 on a regular basis.

If the 241 Toll road were extended to San Clemente, it would relieve traffic from the I-5 and make the commute for me and thousands of others quicker and more pleasant.

I'm sure you would agree that sitting in bumper to bumper traffic is not the highest and best use of one's time.

I would appreciate your supporting the extension of the 241 Toll Road.

Sincerely,



William J. Gerard

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

January 21, 2008

Dear Chairman Kruer:

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

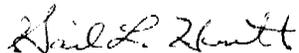
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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

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

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

Sincerely,



Gail L. Huitt

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

01/20/08

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

  
San Juan Capistrano

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

Dear Chairman Krueger:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

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

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

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

Sincerely,

Name: PAT TRAVEL  
Address: 10222 Morningside Dr  
Garden Grove  
CA 92843



**Date:** Monday, January 21, 2008 8:01 AM

**From:** jseaton@thetollroads.com

**To:** ktompkins3@cox.net

**Subject:** RelieveTraffic.org - Support 241 Toll Road

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

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

Thank you again for your support.

Here was the message sent to the commissioner from you:

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

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

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

I travel the toll roads twice a day, everyday. The accidents on the 5 are happening at each off ramp due to drivers not paying attention to the car in front of them. The toll roads are safe, and I don't fear for my life.

Please vote yes to the completion of the 241.

Thank you,

KArin Tompkins

CA taxpayer since 1975

*Robert E. Hardesty*  
*29570 Spotted Bull Lane*  
*San Juan Capistrano, CA 92675*

January 18, 2008

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

Re: 241 Toll Road

Dear members of the Coastal Commission,

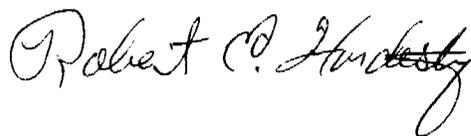
Recognizing the need for the completion of the 241 toll road is a no-brainer for anyone who drives the I-5.

Most of the North East Orange County traffic desiring to get to San Diego presently must drive through San Juan Capistrano and San Clemente to get there. With completion of the 241, the traffic from Yorba Linda, Fullerton, Whittier and all the other North East Orange County cities can by-pass San Juan Capistrano and San Clemente and connect to the San Diego freeway in open country south of San Clemente. It is nearly impossible to go shopping on the weekends because our freeway is clogged with traffic.

The road does not delete or harm any presently used natural beaches or parks and must be completed to mitigate the damage presently being caused by unbearable congestion.

The completion of the toll road will improve our area traffic immensely and I urge you to approve it.

Sincerely,

A handwritten signature in black ink that reads "Robert E. Hardesty". The signature is written in a cursive style with a large, looping initial "R".

Robert E. Hardesty

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

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in Orange County I know that completing Foothill-South is a smart decision. For my work, I travel from Lake Forest to Corona, Lake Forest to San Diego and from Lake Forest to Temecula on a regular basis. Please help!

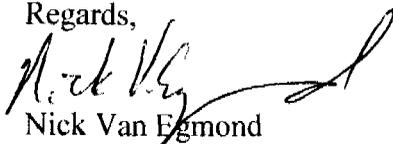
It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented. Feel free to travel the roads during the times that I do. .... 3-5PM and 8-10AM.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes. I pay for and utilize the Toll Roads. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

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

Regards,



Nick Van Egmond  
Lake Forest, CA  
949-525-8243

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Maria Shaffron". The signature is written in black ink and is positioned below the "Sincerely," text.

5556A Rayo Del Sol  
Laguna Woods, CA 92637

January 22, 2008

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

**Re: SUPPORT COMPLETION of the 241 Toll Road**

Dear California Coastal Commission:

I FULLY SUPPORT THE COMPLETION OF THE 241 THAT IS BEING PROPOSED.  
I WANT YOU TO MAKE THIS A SUCCESS!

A LOT OF TIME AND CARE HAS BEEN TAKEN TO DO THIS RIGHT. LET'S NOT GO BACKWARD for another 10 years and waist all the good work and time. I have followed this project carefully and believe that all has been done properly and with the best BALANCE of all interests taken into account in an open and honest way. The proposal may not be perfect for everyone, but then nothing is.

AS AN EXAMPLE of SUCCESS, PLEASE LOOK TO THE NICE JOB THAT WAS DONE WITH THE HWY 73 TOLL ROAD that parallels the Laguna Beach area. Those opposed to it warned about how it would damage the environment and the world would come to an end. It was supposed to be so terrible...BUT IT TURNED OUT GREAT! Similarly, the 241 completion is going to be great and really is a no-brainer for anyone who drives the I-5.

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

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

Regards,



Stan Levin

Laguna Woods, CA 92637

714-803-1525

January 21, 2008

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

Dear Commission:

The 241 needs to be completed. Even though I do not travel this road to work, I do have occasion to use it and it would greatly impact the time it takes me to get to my destination.

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

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

Sincerely,



David Evans, CPA

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

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



Julie A. Dumhart

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

**RECEIVED**

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

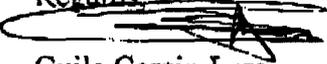
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project - which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,

  
Guile Garcia-Lara  
Newport Beach, Ca Resident.  
714-504-1223

**Russell & Sandra Beecher  
2558 Bulrush Circle  
Corona, CA 92882**

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

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

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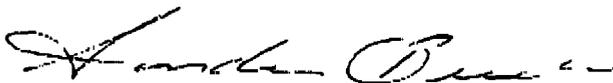
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Sandra Beecher  
Avid Toll Road Driver....

**Russell & Sandra Beecher  
2558 Bulrush Circle  
Corona, CA 92882**

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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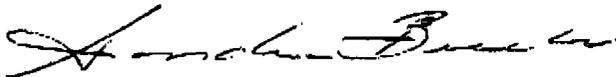
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I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,



Sandra Beecher

**Russell & Sandra Beecher  
2558 Bulrush Circle  
Corona, CA 92882**

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

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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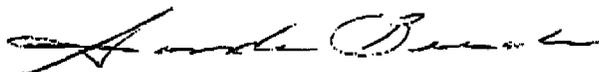
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I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public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

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

Respectfully,



**CLOCK**

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

**RECEIVED**

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

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

January 18, 2008

Dear Chairman Kruer:

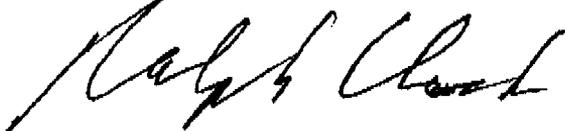
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

*Mary Ann Perrino*

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

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,



3752 Mykines Lane, # 135  
San Diego, CA 92130

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

Dear Chairman Kruer:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

*Mary Ryan*  
*Trabuco Canyon*

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

Dear Chairman Kruer:

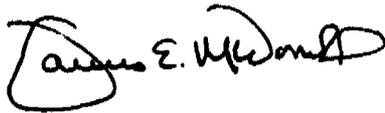
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The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "James E. McDonald". The signature is written in a cursive, flowing style with a large initial "J" and "M".

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

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

  
Kaoru M. Sperry

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

Dear Chairman Kruer:

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Wessman". The signature is written in a cursive style with a long horizontal stroke at the end.

**Mr. & Mrs. Richard Wessman**  
**623 Vista Valinda**  
**San Clemente, CA 92672**

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

Yok Pang  
President, e2020 Technology, Inc.  
5 Corporate Park, Suite 268  
Irvine, CA 92606

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

Dear Chairman Kruer:

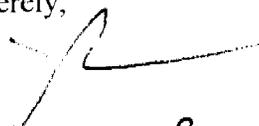
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



RAYMOND PALMER

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

Ehsan Tavassoli  


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

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

*Nat Adam, Irvine, Orange County*

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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

Ashley Diintzuk - resident of Orange County  
(Santa Ana, CA)

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

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

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

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

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

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

Respectfully,



Trabuco Cyn Resident

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

Dear Chairman Kruer:

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

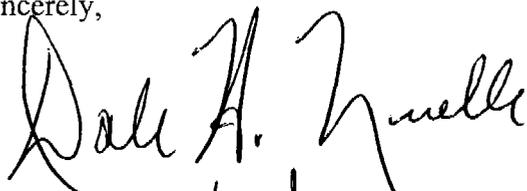
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

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

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

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

Sincerely,

  
DALE H. NUELLE  
RIVERSIDE, CA

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

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

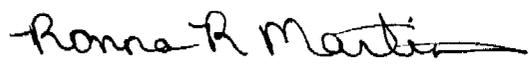
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There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

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

Regards,

  
Trabuco Cyn Resident

January 2, 2008

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

Dear Chairman Kruer:

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

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

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

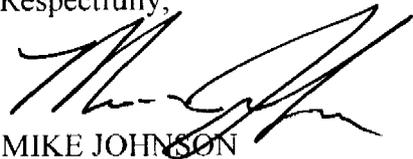
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

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

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

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

Respectfully,



MIKE JOHNSON  
1941 Firestone Drive  
Escondido, CA 92026

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

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,



Resident of Ladera Ranch, CA

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

Dear Chairman Kruer:

When I moved my family to Riverside County, I did not expect that this would mean we would no longer have access to the spectacular beaches in San Clemente, Dana Point, etc.

But traffic congestion has become so unbearable on I-5 that taking my family for a weekend beach outing isn't only inconvenient...it's impossible.

I'm told that the completion of the Foothill-South (241) Toll Road will make access to beaches and the coast so much easier for my family and me. I won't have to fight weekend traffic on I-5. That's why I support completing the 241 Toll Road.

I firmly believe that our state's most beautiful natural resources – our coastline and beaches – should be for everyone to enjoy...not just for those fortunate enough to live a few blocks away from them.

Your vote to support the 241 is a vote for all of us in Riverside County.

Sincerely,

  
DALE H. NUELLE  
19049 WARREN RD  
RIVERSIDE, CA 92508

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

Dear Chairman Kruer:

The purpose of this letter is to urge you to support the SR-241 Foothill South completion because we desperately need traffic relief! Projections indicate traffic will increase 60 percent over the next twenty years. We need to build it now!

This last 16 miles from Rancho Santa Margarita to San Clemente will also provide access to our beautiful coastline which should be equally and fairly available to ALL residents.

The EPA says the SR-241 will not harm our environment. Idling cars stuck in freeway traffic waste gas and pollute the environment.

And lastly, the SR-241 is paid for by private funds (not the taxpayers) and it will not destroy 800 homes or businesses that widening the I-5 will do.

Please support the Foothill South project.

Paul M Weenig  
Name  
Rancho Santa Margarita  
City  
(949) 709-8800 X 229  
Telephone

cc: Governor Arnold Schwarzenegger  
U.S. Senator Dianne Feinstein



**RELIEVE**

**.ORG**

## **THE FOOTHILL SOUTH PROJECT IS IN GRAVE JEOPARDY AND WE NEED YOUR HELP!**

ON FEBRUARY 6 OR 7 THE CALIFORNIA COASTAL COMMISSION WILL DETERMINE THE FATE OF TCA'S APPLICATION TO COMPLETE THE 241 EXTENSION. COASTAL COMMISSION STAFF WILL RECOMMEND THAT THE APPLICATION BE DENIED. THEY FAVOR BULLDOZING 800 HOMES AND BUSINESSES TO WIDEN THE I-5, EVEN THOUGH NO FUNDING IS AVAILABLE FOR SUCH A PROJECT.

### **THIS IS UNACCEPTABLE.**

THE COASTAL COMMISSION STAFF HAS COMPLETELY IGNORED 20 YEARS OF STUDIES, A CERTIFIED EIR, AND A COLLABORATIVE EFFORT OF 7 PARTICIPATING FEDERAL AND STATE AGENCIES (INCLUDING CALTRANS!!).

REGRETTABLY, NOT EVEN ONE COMMISSIONER LIVES IN ORANGE COUNTY AND THEY NEED TO HEAR OUR LOCAL VOICES.

## **HOW YOU CAN HELP**

**WRITE A LETTER TO THE  
COASTAL COMMISSION IN  
SUPPORT THE OF THE 241**

(SAMPLE LETTERS AT RELIEVETRAFFIC.ORG)

**ATTEND THE COASTAL  
COMMISSION HEARING  
IN SAN DIEGO ON  
FEBRUARY 6 OR 7**

TRANSPORTATION WILL BE PROVIDED  
(FOR THE EXACT DATE, VISIT RELIEVETRAFFIC.ORG)

**IDENTIFY INDIVIDUALS  
WE CAN CONTACT OR  
FORWARD THIS CALL TO  
ACTION ITEM TO THEM**

**ORGANIZE OTHER  
INDIVIDUALS TO ATTEND  
THE COASTAL  
COMMISSION HEARING**

**SIGN UP TO WRITE  
LETTERS TO THE EDITOR**

(DRAFT SAMPLES ARE AVAILABLE)

*For additional information contact Jeff Bott at [bott@sjhtca.com](mailto:bott@sjhtca.com) (949.754.3458)  
or Kate Keena at [kate@keenathomas.com](mailto:kate@keenathomas.com) (949.455.4600)*

Dear Coastal Commission,

After reading about the history of the 241 toll road and all the work that has gone into finding a way to extend it to Interstate 5, I am satisfied with the current proposal. This route will not take out any homes, and it will have very little impact on the surrounding wildlife.

Orange County's toll road agency has been very sensitive to the environment in its past projects. They maintain a nature preserve and build roads in ways that respect wildlife. This includes providing crossings for animals so they don't need to run across the road.

Southern California needs more roads, and I hope you will approve plans for this one.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Benlung". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

9090 MOODY ST  
CYPRESS, CA 90630

Dear Commissioners,

I have followed the saga of the 241 Toll Road for many years now. I have heard all the arguments—pro and con—and I have come to believe that the toll road expansion is needed.

Environmentalists bemoan the damage to the beach, flora, and fauna, but the current plan will have almost no negative impact on the environment. Minimal lighting, wildlife undercrossings and other considerations will mean that the environment is virtually unchanged, and people all over Southern California will benefit from the road.

People complain that the road will destroy the beach or the campsites there, but the toll road won't even be near the beach until the very end, where it will meet with Interstate 5, which is already there. The toll road project is tiny in relation to that.

Southern California needs more roads. We are tired of sitting in traffic, and the toll road expansion makes the most sense.

Sincerely,

ARDEN J. FRANZ 11412 CHERAY STREET  
LOS ANGELES, CA 90020 -

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

Dear Chairman Krueer:

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Vander Linden". The signature is fluid and cursive, written over a white background.



Concrete Sawing, Drilling and Breaking

RECEIVED  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261 and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these road were built.

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

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

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

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

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

Sincerely,

John T. Sawyer  
President

January 21, 2008

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JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

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

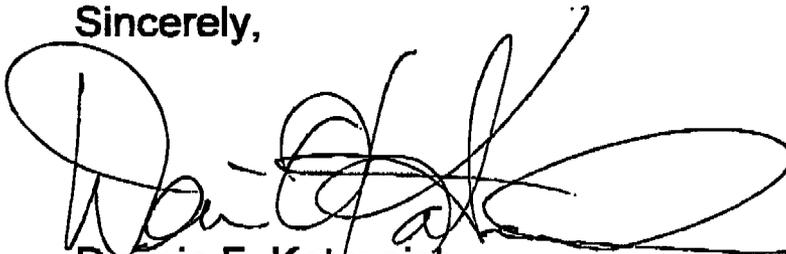
Dear Chairman Kruer:

The extension of the 241 Toll Road will enhance the quality of life in so many ways for all Californians who drive I-5 through Orange County.

We live in an automobile dependent world in California. No ones fault. It is what it is. And since we are unable to provide mass transit alternatives to solve are traffic challenges, we are forced to implement solutions like the extension of 241. This is a positive and practical response to easing traffic congestion in Orange County. We would be foolish not to go forward with it.

Please support this solution. It's important to all of us.

Sincerely,



Dennis F. Katovsich  
1007 Muirfield Drive  
Newport Beach, CA 92660

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

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,  
Mr. Jackson

John T. Sawyer  
25501 Saddle Rock Place  
Laguna Hills, CA 92653

RECEIVED  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

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

Dear Chairman Kruer:

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

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

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

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

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

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

Respectfully,



John T. Sawyer

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

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueger:

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

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

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

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

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

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

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

Millions of dollars have been spent already and over a decade of study has occurred. It is time to approve this extension.

Respectfully,

Stephen R. Reid

27541 Silver Creek Drive  
San Juan Capistrano, CA 92675

CC: Governor Schwarzenegger, Senator Dianne Feinstein

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

January 22, 2008

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

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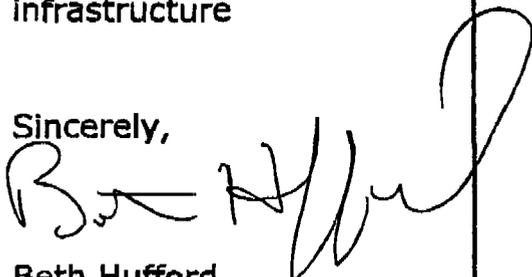
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I hope that you’ll agree that it’s time to invest in California’s infrastructure

Sincerely,



Beth Hufford  
89 Shorebreaker Dr  
Laguna Niguel, CA 92677

**RICHARD & REGINA HUNSAKER**  
*117 Coral Avenue*  
*Newport Beach, CA 92662-1144*

---

January 22, 2008

Via Fax: (415) 904-5400

California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 941105-2219

Attn: Chairman Pat Krueer

Dear Chairman Krueer:

I am a resident of Orange County and have been for 38 years. I care about, as I am sure you do as well, the environment and support the completion of the Foothill-South (241) Toll Road.

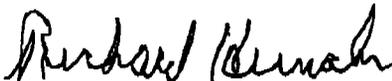
I have listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and will have a negative impact on the environment.

Idling traffic creates more pollution and more greenhouse gas emissions. The Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. The water treatment system proposed by the TCA will help the environment by treating and capturing runoff, including a two mile stretch of interstate 5 that currently has no water treatment system. The proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the majority of the public.

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

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

Sincerely yours,

  
Richard Hunsaker

**RECEIVED**  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

**RECEIVED**

JAN 22 2008

CALIFORNIA  
COASTAL COMMISSION

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

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

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

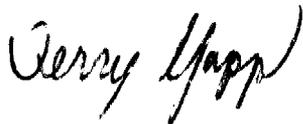
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

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

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

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

Respectfully,



TERRY YAPP  
26971 EL CIERVO  
MISSION VIEJO, CA. 92691  
(949) 348-9277

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

RECEIVED  
JAN 22 2008  
CALIFORNIA  
COASTAL COMMISSION

Tuesday January 22, 2008

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

  
Gerry Cusicanqui

Home: 11620 Warner Ave #524, Ft Valley, CA 92708

Work: 27442 Portola Pkwy, Ste 150, Foothill Ranch, CA 92610

Maureen A. Summers  
3121 Curtis Street  
San Diego, CA 92106-1339

January 15, 2008

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

Re: Completion of Toll Road 241

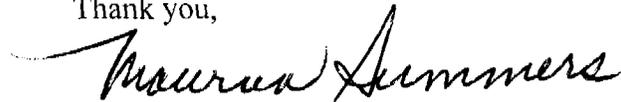
Dear Chairman Kruer:

I live and work in San Diego but frequently have to drive the Interstate 5 to meetings in Orange and Los Angeles Counties. I can not begin to tell you how frustrating the traffic gridlock can be. I have sat for hours waiting for accidents to clear or traveled at 5-10 mph all the way from Orange to La Jolla. I even leave on Sunday night and stay in a hotel overnight for Monday morning meetings to be sure that I will arrive at the meeting on time.

If the Toll Road 241 will help alleviate these problems I am in favor. It seems to be a well thought-out approach. I routinely use Toll Road 73 and am happy to pay the toll for a well maintained, un-congested roadway.

I would appreciate your support for building the 241.

Thank you,

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

Maureen A. Summers

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

**RECEIVED**

**JAN 17 2008**

**CALIFORNIA  
COASTAL COMMISSION**

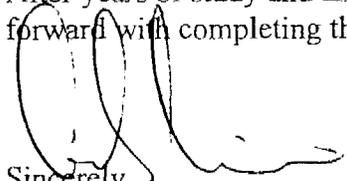
Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

  
Sincerely,

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

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony S. ...". The signature is written in a cursive style with a large, sweeping initial letter.

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

Dear Chairman Kruer:

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

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

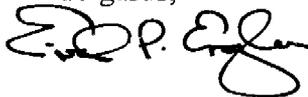
Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project -- which is estimated to cost more than \$2.2 billion.

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

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

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

Regards,

A handwritten signature in black ink, appearing to read "E. P. Kruger". The signature is stylized and written in a cursive-like font.

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

Dear Chairman Kruer:

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

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

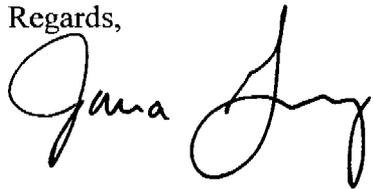
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I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink, appearing to read "Jana Argy". The signature is fluid and cursive, with the first name "Jana" and the last name "Argy" clearly distinguishable.

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

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink, appearing to read "Michael Van I". The signature is fluid and cursive, with a large, sweeping initial "M" and a long, horizontal tail.

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

Dear Chairman Krueer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

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

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

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

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

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

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

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

Respectfully,

A handwritten signature in cursive script, appearing to read "J. R. Carr".

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

A handwritten signature in black ink, appearing to read "Pat Kruer". The signature is fluid and cursive, with a large initial "P" and "K".

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

Dear Chairman Krueger:

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

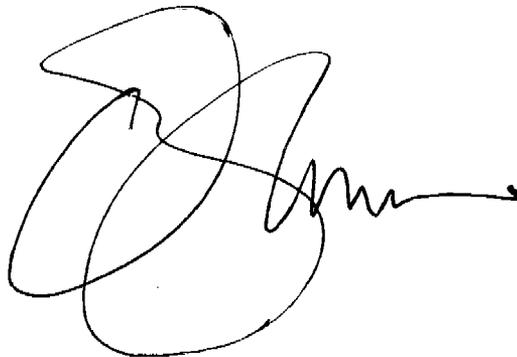
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I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink, appearing to be 'Pat Krueger', with a stylized, cursive style. The signature is located at the bottom of the letter.

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

Dear Chairman Kruer:

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

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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script that reads "Lucia Matsuda". The signature is written in black ink and is positioned below the word "Sincerely,".

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

Dear Chairman Kruer:

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That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

*Cynthia M. Porter*

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

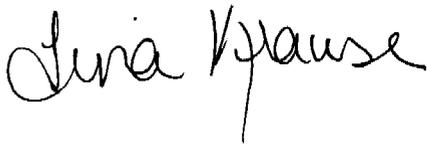
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It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in cursive script that reads "Tina Krueger". The signature is written in black ink and is positioned below the typed name "Tina Krueger".

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

**RECEIVED**  
JAN 17 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

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

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

Regards,



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

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

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

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

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,



LAKE ELSINORE

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

Dear Chairman Kruer:

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry J. Rose". The signature is written in a cursive style with a large, stylized initial "J".

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

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

Nat Adam  
Irvine

January 15, 2008

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

As a resident of Southern Orange County, I strongly support completion of the Foothill Toll Road (241).

Traffic is very heavy on I-5 and is forecast to increase significantly in the coming years. Stop-and-go traffic means decreased auto gas mileage, increased air pollution, and increased global warming emissions.

TCA's completion of 241 will have virtually no impact on wildlife, measures will be taken to ensure Trestles and water issues will be taken care of, and most importantly, it will improve air quality. TCA has also offered \$100 million to Calif state parks for Trestles access and for Federal lease payments to keep it as a public park.

TCA has gone to extraordinary lengths to ensure acceptance by CalTrans, the US EPA, the US Fish & Wildlife Service, almost all affected elected officials, and the vast majority of affected citizens.

Please support TCA's application for a Consistency Certification in February.

Thank You.



Keith C Beeler  
23 Sutherland Drive  
Ladera Ranch, CA 92694

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

January 14, 2008. Huntington Beach, CA.

Dear Chairman Kruer:

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

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

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

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

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

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

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

Respectfully,



Jose E. Remon

J. R. Engineering Co. Inc.  
P.E. – No. C-32425  
6571 Kilda Circle  
Huntington Beach,, CA 92647-5625  
(714) 841-0074

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

Dear Chairman Kruer:

I have camped at the San Mateo campground for years. When I first heard of plans for completing the Foothill-South (241) Toll Road, I was concerned.

But after looking at the plans and hearing both sides of the argument, I'm convinced that this Toll Road will not adversely affect the camping experience at San Mateo.

I know what the opponents are saying, but I believe they are misleading the public. First, absolutely no campsites will be removed with this project. The road will not be going "right through" the campground, as I've seen opponents claim.

It won't threaten Trestles and affect its surf break. And most importantly, the 241 will allow me to get to the San Mateo campgrounds without having to battle traffic.

Please don't fall prey to the misinformation and misleading statements from people opposing this project.

Vote yes to the TCA proposal to finish the 241 Toll Road.

Regards,

*Brad L. Brown*  
*Resident of Orange County*

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

Dear Chairman Kruer:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

*Bruce L. Dwyer*

*24 yr Resident of Orange County.  
+ Surfer of Trestles.*

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

Dear Chairman Krueger:

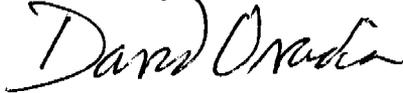
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The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids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

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script that reads "David Orade".

Resident of Orange County

# THE LAW OFFICES OF KIRK F. LAPPLE

30011 IVY GLENN DRIVE, SUITE 103  
LAGUNA NIGUEL, CA 92677

January 15, 2008

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

Re: 241 Toll Extension

Dear Chairman Kruer:

Who will we blame in 5 to 10 years when traffic is totally gridlocked on the I-5 in South Orange County? For 12 years I commuted from South Orange County to Northwest Orange County (38 miles one way). I saw traffic get slower and slower each year. Commuters can expect extended commutes, bumper to bumper traffic and increased pollution if the 241 is not extended.

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

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

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

The extension proposal balances conservation with the important needs of Orange County residents. Accordingly, the Commission should approve it.

Very truly yours,

THE LAW OFFICES OF KIRK F. LAPPLE



By: Kirk F. Lapple  
KFL:cd

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

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

  
JAMAL AL-MASHTARI

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

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

- T. J. Burke

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

Dear Chairman Kruer:

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

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

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

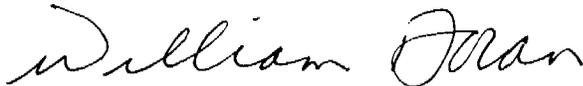
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff -- including a two-mile stretch of Interstate-5 that currently has no water treatment system.

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

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

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

Respectfully,

A handwritten signature in cursive script that reads "William Moran". The signature is written in black ink and is positioned below the typed name "William Moran".

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

Dear Chairman Kruer:

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

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

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

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

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

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

Regards,

A handwritten signature in cursive script that reads "Julie Patton".

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

Dear Chairman Kruer:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,



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Fax: 415.904.5400

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Regards,



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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueger:

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This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in cursive script that reads "R.C. Dice". The signature is written in black ink and is positioned below the typed name "R.C. Dice".

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

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,



California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

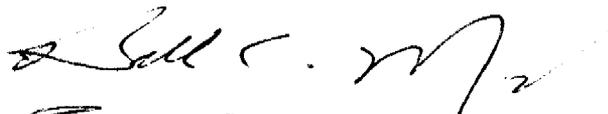
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

  
Bill C. MEYER

ORANGE COUNTY, CA RESIDENT

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueger:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink, appearing to read "Paul J. Krueger", with a long horizontal flourish extending to the right.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



Juli Bowen

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueger:

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Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

A handwritten signature in black ink, appearing to read "Mike Dwyer". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink, appearing to be "Pat Kruer", written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Respectfully,

A handwritten signature in black ink, appearing to read "Pat Kruer". The signature is fluid and cursive, with a large, sweeping flourish at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink, appearing to read "Pat Kruer". The signature is written in a cursive, somewhat stylized font. The first letter "P" is large and loops down. The name "Kruer" follows in a similar cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

A handwritten signature in black ink, appearing to read "Michael Rodas". The signature is written in a cursive style with a large, sweeping flourish at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Irvine, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

Please, please listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,

A handwritten signature in black ink, appearing to read 'Calvin Liu', written in a cursive style.

Calvin Liu



J. Stanley Mullin, SIOR, CCIM, CRE  
Senior Vice President

January 15, 2008

Mr. Patrick Kruer  
Chairman  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Re: (241) extension

Dear Pat:

Please approve the extension of the (241). I'm a member of the Surfrider Foundation, but I think they are wrong on this issue.

This is a needed improvement to reduce traffic, pollution and improve safety. The same kinds of roadblocks were used to try to prevent the (73) and (261) and Eastern Corridors and fortunately common sense prevailed.

Very truly yours,

Stan Mullin, SIOR  
smullin@earthlink.net

JSM/sm

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

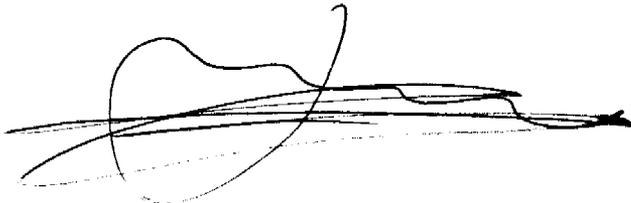
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Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kai Win Lee'. The signature is stylized with a large, sweeping loop at the beginning and several horizontal strokes across the middle.

Kai Win Lee

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

Business in San Diego County is a huge concern of mine. As a businessperson based in/near San Diego County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink, appearing to be 'Pat Krueer', written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan Joe". The signature is written in a cursive style with a large, stylized initial "A" and "J".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

Megan Dye  
RSM

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script, appearing to read "Christine Kruer". The signature is written in black ink and is positioned below the word "Sincerely,".

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Krueger:

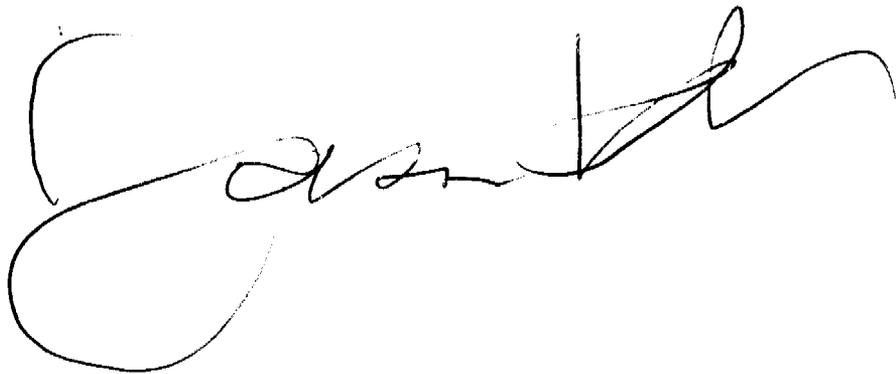
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Sincerely,

A handwritten signature in black ink, appearing to read "Pat Krueger". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail that ends in a small flourish.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

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Sincerely,

*Nicki Dimitrak*

California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink, appearing to be 'Pat Kruer', written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I'd like to invite you to my beautiful city in Orange County so you can experience the nightmare it turns into during peak traffic hours.

For years, our leaders have talked about solutions, but now is the time to act. There is one solution to help alleviate traffic congestion in south Orange County and that is the completion of the Foothill-South (241) Toll Road.

You'll hear a lot of arguments against the Foothill-South Toll Road, but please listen to the people whose lives are affected daily with traffic congestion that is so terrible we feel trapped in our own city!

I'm asking you and your fellow Coastal Commissioners to please vote in support of the Transportation Corridor Agency's plan to complete the final 16 miles of a Toll Road system that has already been proven successful (just look at the 320,000 trips recorded each day on the existing 51-miles of Toll Roads in Orange County).

Thank you in advance for voting to improve the quality of life for thousands of commuters each day.

Regards,

  
DALE NUELLE  
RIVERSIDE, CA

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

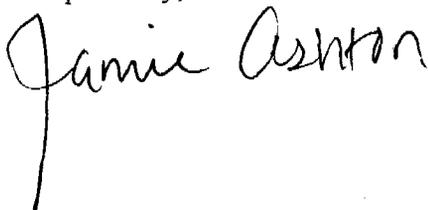
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff -- including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

Handwritten signature of Jamie Ashton in black ink.

January 15, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear California Coastal Commission:

Respectfully, the 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

In light of the recent Southern California fire disasters, we need to evaluate the current infrastructure and its' ability to accommodate the increasing populations of the south counties, especially in the event of an emergency where we are required to make a mass exodus. This, at the very least is one reason why the completion of the 241 Toll Roads is an urgent and absolute necessity.

Please do everything in your power to support the completion of the 241 Toll Road. Squash any attempts to further delay this project and be committed to see this through to completion as quickly as possible. Know that there are more citizens in support of the 241 completion than are against and we have waited much too long to see it happen.

Sincerely,



Annette N. Russo  
4602 Aire de la Sal  
San Clemente, CA 92673

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

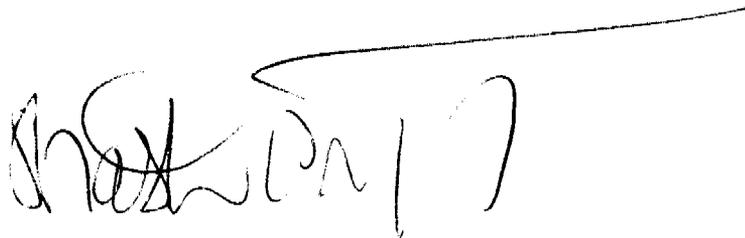
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

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The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Kruer", with a long horizontal line extending from the end of the signature to the right.

8512 E. Heatherview Lane  
Orange, CA 92869  
714-538-3822  
Ph: (714) 538-3822

[afreeman@socal.rr.com](mailto:afreeman@socal.rr.com)

1/14/2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Sir:

Completion of the 241 toll road will improve life for humans and animals in Orange County. Please consider this in regard to this matter.

Thank you for performing this task.

Sincerely,



Anthony W. Freeman

Commissioner Krueger  
Please Support the Completion  
of the 241 toll Road  
in South orange County

John & Valerie Maginnis



**John J. Maginnis**  
Planning & Transportation Commission  
Vice Chairman

**City of Mission Viejo**

200 Civic Center • Mission Viejo, California 92691  
FAX 949/951-6176  
Home 949/305-9694

**949/470-3053**

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,



**Trey Pitruzzello**  
1043 Le Conte Dr  
Riverside, CA 92507-5934



California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

Patti Grotzler  
Rancho Santa Margarita

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Sincerely,

  
RSM

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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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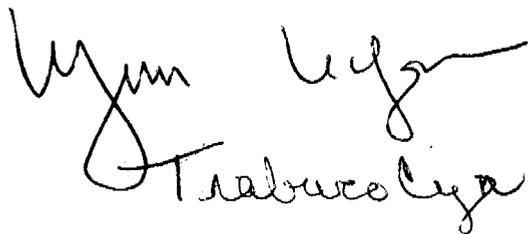
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Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



Lynn Uyeda

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueger:

One of the reasons I live in South Orange County is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,

Wynn Leary  
T. Roberto Cyn

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Krueer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Davis". The signature is written in a cursive, flowing style.

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Krueer:

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Sincerely,

A handwritten signature in black ink, appearing to read "Robert M. Gault". The signature is written in a cursive style with a prominent horizontal stroke at the top.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in cursive script that reads "Jura Phillips". The signature is written in black ink and is positioned below the typed name "Jura Phillips".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

A handwritten signature in black ink, appearing to be 'Pat Kruer', written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

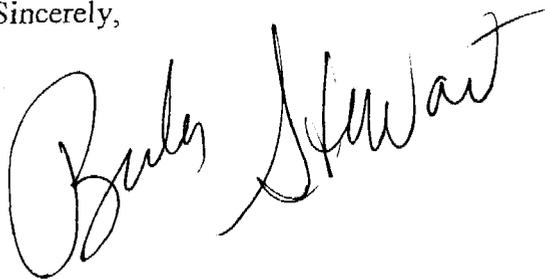
No one has seen the tremendous growth in traffic congestion on the I-5 as much as the beach cities in South Orange County. By completing the Foothill-South (241) Toll Road, we'll see an immediate improvement to traffic.

Traffic on I-5 is projected to increase by 60 percent at the Orange County and San Diego County line by the year 2025. I can only imagine what a nightmare that will be for my city and my commute!

By completing the Foothill-South (241) Toll Road, commuters will have an option other than the already-congested I-5.

Please help us plan for the future by voting in support of the Foothill-South project.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Stewart". The signature is written in black ink and is positioned below the word "Sincerely,".

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink, appearing to read "Jacki M. ...". The signature is written in a cursive style with a long horizontal stroke at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Regards,

Handwritten signature of T. J. Burke in black ink.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

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For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

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Respectfully,

*Rick Scheffick*

*RSM*

California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

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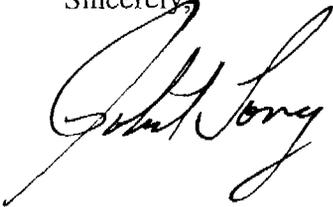
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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Kruer". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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Sincerely,

A handwritten signature in black ink, consisting of several fluid, overlapping strokes. The signature is positioned above the typed name 'Orange County Resident'.

Orange County Resident

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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Respectfully,



RSM

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Rancho Santa Margarita

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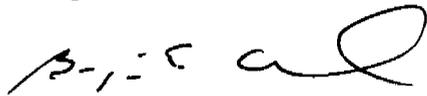
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Respectfully,



Orange County Resident

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

Please, please listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,



Hauman Makerechi

20-yr. resident of South Orange County

California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Regards,

*Fariba Mojabi*  


California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South -- the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

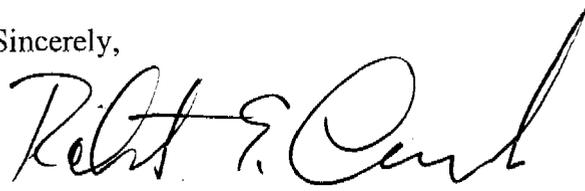
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

  
Roberto E. Carrillo  
Ayuso Viejo

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

  
RESIDENT OF ALISO VIEJO

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

*Dana Oradia*  
Resident of Orange County

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

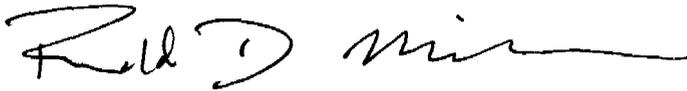
You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

A handwritten signature in black ink, appearing to read "R. D. Min". The signature is fluid and cursive, with a long horizontal stroke at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink, appearing to read "Susan Webster". The signature is written in a cursive style and extends across the width of the page.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

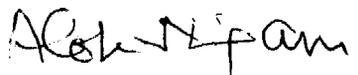
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

  
Trabuco Cayan

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

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Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Dana Font

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

A handwritten signature in black ink, appearing to read "Rep. Anthony". The signature is written in a cursive style with a large, sweeping initial letter.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I have camped at the San Mateo campground for years. When I first heard of plans for completing the Foothill-South (241) Toll Road, I was concerned.

But after looking at the plans and hearing both sides of the argument, I'm convinced that this Toll Road will not adversely affect the camping experience at San Mateo.

I know what the opponents are saying, but I believe they are misleading the public. First, absolutely no campsites will be removed with this project. The road will not be going "right through" the campground, as I've seen opponents claim.

It won't threaten Trestles and affect its surf break. And most importantly, the 241 will allow me to get to the San Mateo campgrounds without having to battle traffic.

Please don't fall prey to the misinformation and misleading statements from people opposing this project.

Vote yes to the TCA proposal to finish the 241 Toll Road.

Regards,

A handwritten signature in black ink, appearing to read "Paul D. Miller". The signature is written in a cursive style with a long horizontal flourish at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink, appearing to read "Eric C. Rind". The signature is written in a cursive, slightly slanted style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

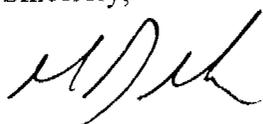
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Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,



Mike McKeon

Resident of Mission Viejo, Ca.

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Sincerely,

Rick Schiefelick

RSM

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



**Mr. & Mrs. Richard Wessman**  
**623 Vista Valinda**  
**San Clemente, CA 92672**

California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Respectfully,

*Bobbi Quaxelton*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

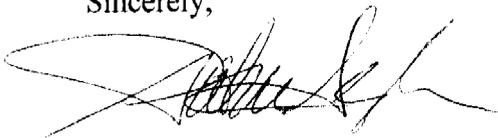
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,



Ms. Patricia Scarborough  
1043 Le Conte Dr.  
Riverside, CA 92507-5934

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

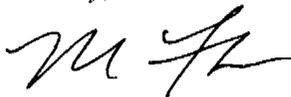
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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Formales', with a stylized flourish at the end.

Marc-Wayne M. Formales  
City of Aliso Viejo

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

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After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in cursive script that reads "Sally Jarica". The signature is written in black ink and is positioned below the word "Sincerely,".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,



Travis Cayan

Pat Kruer, Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

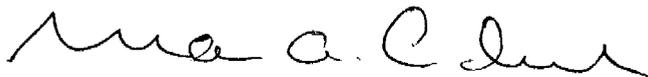
Dear Pat,

As you so well know, southern California needs all of the help it can get to provide a road that will allow people from other areas to by-pass the heavy traffic congestion we now experience.

The plan to have the continuation of the 241 toll road pass through Camp Pendleton is both wise and efficient. It will have minimal impact on wild life, cause the least displacement of homes, businesses, etc., and be the most cost effective.

I've lived in Southern California all of my life. I've observed how we all too often put off what we rationally, and logically, know we need to relieve the automotive traffic problem. I know of no better solution than the extension of the unfinished 241 toll road that passes from the 91 freeway three quarters of the way to the coastal portion of the 5 freeway just south of San Clemente.

We are already three quarters of the way there, now is not the time to give up and not finish it.



Maurice A. 'Al' Enderle  
Enderle Center  
14081 Yorba St., Suite 107  
Tustin, CA 92780  
(714) 920-2899 cell  
(714) 731-2911 office

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

01/16/2008

JAN 16 2008

01/16/2008

Dear Chairman Kruer:

No one has seen the tremendous growth in traffic congestion on the I-5 as much as the beach cities in South Orange County. By completing the Foothill-South (241) Toll Road, we'll see an immediate improvement to traffic.

Traffic on I-5 is projected to increase by 60 percent at the Orange County and San Diego County line by the year 2025. I can only imagine what a nightmare that will be for my city and my commute!

By completing the Foothill-South (241) Toll Road, commuters will have an option other than the already-congested I-5.

Please help us plan for the future by voting in support of the Foothill-South project.

Sincerely,



Dana Perot

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I consider myself an environmentalist. That's why I'm supporting the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Respectfully,

A handwritten signature in black ink that reads "Susan Pretkus" followed by a large, stylized flourish.

Trabusa Cyn

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

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Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,

A handwritten signature in black ink that reads "Robert M. Schwede". The signature is written in a cursive style with a long horizontal flourish extending to the right.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Interstate-5 is the only highway route in and out of South Orange County; a scary thought given the road's infamous stand-still traffic.

An even scarier thought given that lives may be at risk and the safety of thousands may depend on a road that is more likely to have congestion than provide safe and swift evacuation.

The safety of human life is why Foothill-South is needed. We've all seen recently that when disasters strike, people need roads to flee, to live. That's the most important reason to build roads. And, no road is more important right now than Foothill-South.

Foothill-South will provide an alternative evacuation route if the I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road would also serve as a firebreak during wildfire season.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind for relief, connection and evacuation.

Foothill-South would improve local safety in times of peace as well by providing a free-flowing alternative to the dangerously congested I-5. I've seen and heard about fatal accidents on the Interstate that I deeply believe could have been avoided had there been less cars on the road.

Because a significant accident or natural disaster impacting I-5 completely gridlocks the region, I urge you to not only improve lives -- but to save lives -- by supporting Foothill-South.

Sincerely,



Matt Olin  
Mission Viejo, Calif.

Dear Chairman Kruer,

Please help TCA build the toll road for all of us.

Us Orange County residents would be thankful.

Thanks,  
Mission Viejo Resident

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Sincerely,

A handwritten signature in black ink, appearing to read "Russell Edgeway". The signature is fluid and cursive, with a large loop at the end of the last name.

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I'd like to invite you to my beautiful city in Orange County so you can experience the nightmare it turns into during peak traffic hours.

For years, our leaders have talked about solutions, but now is the time to act. There is one solution to help alleviate traffic congestion in south Orange County and that is the completion of the Foothill-South (241) Toll Road.

You'll hear a lot of arguments against the Foothill-South Toll Road, but please listen to the people whose lives are affected daily with traffic congestion that is so terrible we feel trapped in our own city!

I'm asking you and your fellow Coastal Commissioners to please vote in support of the Transportation Corridor Agency's plan to complete the final 16 miles of a Toll Road system that has already been proven successful (just look at the 320,000 trips recorded each day on the existing 51-miles of Toll Roads in Orange County).

Thank you in advance for voting to improve the quality of life for thousands of commuters each day.

Regards,

*Don Buttel*  
*Don Buttel*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

*Sandy Pinner*  
*Resident of Orange County*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

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I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,



City of Laguna Woods

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

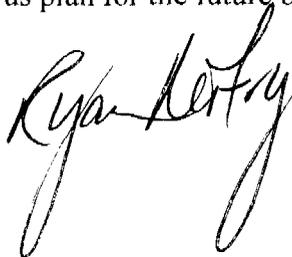
No one has seen the tremendous growth in traffic congestion on the I-5 as much as the beach cities in South Orange County. By completing the Foothill-South (241) Toll Road, we'll see an immediate improvement to traffic.

Traffic on I-5 is projected to increase by 60 percent at the Orange County and San Diego County line by the year 2025. I can only imagine what a nightmare that will be for my city and my commute!

By completing the Foothill-South (241) Toll Road, commuters will have an option other than the already-congested I-5.

Please help us plan for the future by voting in support of the Foothill-South project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Kertzy". The signature is written in a cursive style with a large, looping initial "R".

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

*Mark Frick*  
*RANCHO SANTA MARGARITA, CA*

Rollin M. Green  
1100 Ortega Hwy  
San Juan Capistrano, Ca 92675

1-15-08

California Coastal Commission  
Chairman Patrick Kruter  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Sir:

Please respond favorably to the development and extension of the 241 Toll Road in S. Orange County.

We've lived here for the past 50 years. We are surfers, professionals and family people. We respect the environment. Our transportation here has become a mess.

**We need this Toll Road**

**Don't let us down.**

Thank you for your help and understanding.

Sincerely,

A handwritten signature in black ink, appearing to read "Rollin Green, Susan" followed by a flourish.

Rollin Green and family

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink that reads "Mary McCoy". The signature is written in a cursive style with a long horizontal flourish extending to the right.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

One of the reasons I live Rancho Santa Margarita is the beautiful surroundings and the native habitat of wildlife. But I'm afraid that terrible traffic congestion is changing that, so I am fully in support of completing the Foothill-South (241) Toll Road.

I've seen the plans and notice how the TCA is working hard to minimize the impact on the environment and wildlife by avoiding areas where there are California gnatcatchers and endangered Pacific pocket mice, or where there are sensitive wetlands such as the Tesoro Wetlands and the Blind/Gabino Wetlands.

I also know that the proposed road will still preserve animal movement and include fifteen wildlife undercrossings.

With the care that TCA has taken to mitigate the toll road's impacts, I'm confident that we can relieve traffic congestion and be sensitive to the environment. I urge you to vote yes to the completion of the road.

Regards,



Resident of Rancho Santa Margarita

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in San Diego County is a huge concern of mine. As a businessperson based in/near San Diego County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project -- which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

  
Lake G/Sinore

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in black ink that reads "William Donovan". The signature is written in a cursive, flowing style.

William Donovan  
San Clemente

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in black ink that reads "David Dimitruk". The signature is written in a cursive style with a long horizontal flourish at the end.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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It is now time to act. I urge you to support this project.

Regards,

*Alexandra Poobic*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in San Diego County is a huge concern of mine. As a businessperson based in/near San Diego County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink that reads "James Albert". The signature is written in a cursive, flowing style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

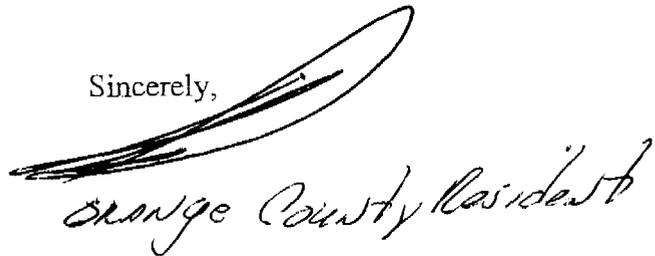
You've probably heard opponents to the Foothill-South (241) Toll Road say that completing the road would ruin the famed Trestles surf break.

Here are the facts supported by years of planning and oversight by federal resource agencies:

The toll road will bridge over San Mateo Creek and connect to I-5 at Basillone Road...a full half-mile from Trestles Beach. The road will barely change the sediment flow in San Mateo Creek. Plus, studies of the surf break show that the waves at Trestles are created by the rocks under the surf, not the flow from San Mateo Creek.

Please don't fall prey to the misinformation and misleading statements from people opposing this project. Vote yes to the TCA proposal to finish the 241 Toll Road.

Sincerely,



Orange County Resident

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to be "Pat Kruer", written over a horizontal line.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

You hold in your hands the ability to improve the quality of life for thousands of commuters. By approving the Foothill-South (241) Toll Road project, you can help bring traffic relief to the thousands of people travel every day along that stretch of I-5.

That is why I urge you to please support the completion of this project. Years have been spent analyzing the best alternatives to traffic relief, environmental reports have been written, and countless hours of meetings and feedback from thousands of people have been recorded.

It is now time to act. I urge you to support this project.

Regards,

A handwritten signature in cursive script, appearing to read "Pamela J. Garcia".

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jeff Mark". The signature is written in black ink and is positioned below the word "Sincerely,".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South—the final segment of the Foothill (241) Toll Road. The completion of the Foothill-South Toll Road would make my everyday life much easier.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

I commute every day from north Orange County to Mission Viejo, and currently work from 7am to 4pm so that my commute is only 45 minutes, instead of 1½ hours as it would be if I drove during rush hour. While I typically take the I-5 South, the existing 241 Toll Road is an important alternate route for me if there's an accident on the I-5 or traffic is really backed up. Furthermore, on the occasions where a wildfire has closed down the existing 241 Toll Road, forcing all the cars onto the I-5 and surrounding freeways, I have noticed an incredible increase of traffic. On those days, even leaving early to avoid rush hour, my commute takes about 1½ hours, instead of 45 minutes. That is proof that the existing 241 Toll Road improves traffic conditions not only for those who use the toll road, but also those who don't. And I have no doubt that the completion of the Foothill-South Toll Road would further improve traffic conditions on the I-5, thus making my everyday life much more enjoyable.

In short—the completion of the 241 Toll Road would reduce traffic on the Southern California freeways; less traffic would reduce my commute time; less time spent driving home would give me more time to enjoy with my family and improve my everyday life.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. I can't imagine traffic getting worse than it already is.

What's even more frustrating is that this problem is preventable and should have been taken care of by now. As you are aware, the Foothill-South 241 Toll Road has been on planning maps since 1981 and all subsequent county plans have assumed that Foothill-South would be completed. Southern California cities have been built, expanded and populated with this road in mind as a relief and connector. Its absence in the roadway system has been detrimental to the county, its residents and its drivers—people like me.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

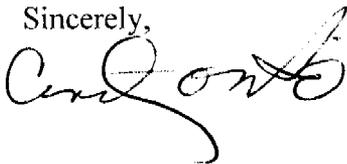
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Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in black ink, appearing to read "Carl Quint". The signature is fluid and cursive, with a long, sweeping underline that extends to the left and then curves back under the main text.

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

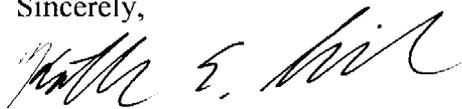
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in black ink, appearing to read "Mark E. Hill". The signature is fluid and cursive, written over the word "Sincerely,".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



David W. Dickey  
27321 Betanzos  
Mission Viejo, CA 92692  
949-582-2487

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for -- both -- people and the planet.

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I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

  
Trebruce Ceyn



Ralph Clock  
2981 Quedada  
Newport Beach, CA 92660  
Phone (949) 640-7890  
FAX (949) 640-8778  
RClock6418@AOL

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

January 14, 2008

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

*Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.*

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

*For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.*

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Kathy and Paul Oppenheim  
21932 Via del Lago  
Trabuco Canyon, CA 92679

Dear Chairman Krueer:

With the continued population growth from Orange County to San Diego over the past 5-10 years there has been an obvious and indisputable increased traffic flow on the I-5. This increased traffic is a result of more and more people locating to this beautiful area. In addition, the high prices of housing in this region has resulted in more people moving to the Inland Empire and commuting to Orange County or San Diego and because I-15 has an even worse congestion problem, this is further compounding the congestion on the I-5 corridor.

These problems have an obvious negative impact on residents as well as tourists. Because we have not adequately managed the added load to the I-5 corridor, this problem will only get worse as our population continues to multiply in Southern California.

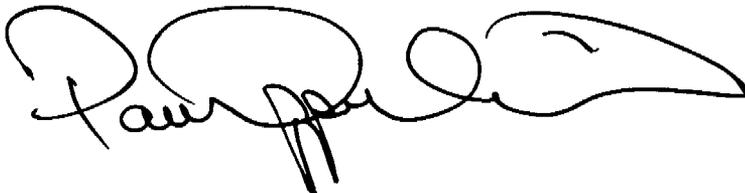
Our community is appalled by the consideration for widening I-5 rather than following through with the completion of the SR-241 which would:

- Make an already horrible commute even worse during the construction...which will certainly take several years to complete. During this time I cannot even fathom the impact on traffic congestion, increased accident rates and additional burden for fire fighters and emergency vehicles trying to negotiate this already congested corridor.
- Will still funnel all of the N-S traffic into a single highway and not offer an alternate route for commuters.
- Will not provide long-term relief for those commuters trying to get from the San Diego area to either Rancho Santa Margarita or to the Inland Empire.

We Southern Californians promote our quality of life and beautiful scenery to the outside world. However, anyone who attempts to commute on the I-5 is quickly deterred from wanting to move to this area. This fact will eventually lead to a slow-down of new residents, costing us tens of millions of tax dollars each year.

My wife and I understand prudent evaluation of environmental impact and other factors that must be evaluated for any new construction. However, these studies have long ago concluded that the negative impact is negligible and the positive benefits are clear. PLEASE STOP THE ENDLESS AND FUTILE DEBATE and do your civic duty for our community and ensure the rapid completion of the 241 toll road.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Oppenheim". The signature is fluid and cursive, with a large loop at the end.

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Kathy Marshall Oppenheim  
21932 Via del Lago  
Trabuco Canyon, CA 92679

Dear Chairman Krueer:

With the continued population growth from Orange County to San Diego over the past 5-10 years there has been an obvious and indisputable increased traffic flow on the I-5. This increased traffic is a result of more and more people locating to this beautiful area. In addition, the high prices of housing in this region has resulted in more people moving to the Inland Empire and commuting to Orange County or San Diego and because I-15 has an even worse congestion problem, this is further compounding the congestion on the I-5 corridor.

These problems have an obvious negative impact on residents as well as tourists. Because we have not adequately managed the added load to the I-5 corridor, this problem will only get worse as our population continues to multiply in Southern California.

Our community is appalled by the consideration for widening I-5 rather than following through with the completion of the SR-241 which would:

- Make an already horrible commute even worse during the construction... which will certainly take several years to complete. During this time I cannot even fathom the impact on traffic congestion, increased accident rates and additional burden for fire fighters and emergency vehicles trying to negotiate this already congested corridor.
- Will still funnel all of the N-S traffic into a single highway and not offer an alternate route for commuters.
- Will not provide long-term relief for those commuters trying to get from the San Diego area to either Rancho Santa Margarita or to the Inland Empire.

We Southern Californians promote our quality of life and beautiful scenery to the outside world. However, anyone who attempts to commute on the I-5 is quickly deterred from wanting to move to this area. This fact will eventually lead to a slow-down of new residents, costing us tens of millions of tax dollars each year.

My wife and I understand prudent evaluation of environmental impact and other factors that must be evaluated for any new construction. However, these studies have long ago concluded that the negative impact is negligible and the positive benefits are clear. PLEASE STOP THE ENDLESS AND FUTILE DEBATE and do your civic duty for our community and ensure the rapid completion of the 241 toll road.

Sincerely,



California Coastal Commission  
Attn: Chairman Pat Krueger  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueger:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

The Foothill-South project has a comprehensive Runoff Management Plan that would capture 100 percent of the first flush of storm water that comes off of the toll road. That first-flush, which contains the majority of the oil, brake dust and other pollutants on the roadway, will flow into detention basins that collect and treat pollutants before the water is released into the watershed.

This is an improvement to the current situation, where polluted water from I-5 flows untreated into San Mateo Creek, which leads to the Trestles surfing area.

So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink, appearing to read "Bill Ide". The signature is written in a cursive, flowing style with large, connected letters.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

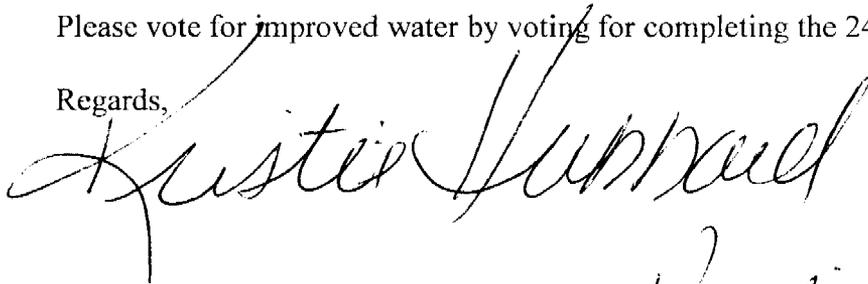
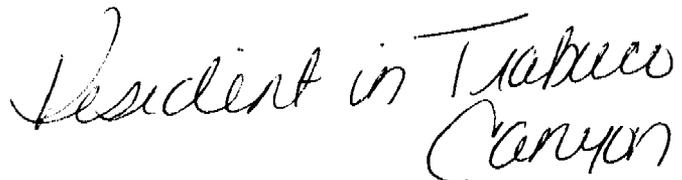
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So we can safely say that a new toll road equals improved water quality. Now that's something to think about.

Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink that reads "Kristin Hubbard". The signature is written in a cursive style with a large, sweeping initial "K".Handwritten text in black ink that reads "Resident in Trabuco Canyon". The text is written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

It seems contradictory to say that supporting a toll road means improving water quality, but the completion of the Foothill-South (241) Toll Road would appear to do just that.

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Please vote for improved water by voting for completing the 241 Toll Road!

Regards,

A handwritten signature in black ink, appearing to read "Joseph", with a long horizontal flourish extending to the right.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

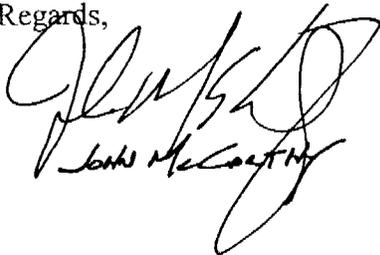
As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

Please, please listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,



John McCarty

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I want our 241 Toll Road to be completed!

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There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

Please, please listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,

A handwritten signature in black ink, appearing to read "Brian P. Steinhilber". The signature is fluid and cursive, with a large initial "B" and "S".

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I want our 241 Toll Road to be completed!

As a long-time resident of Orange County, I have watched over the years as housing developments have sprouted throughout San Clemente and surrounding cities, bringing more families, more cars and more traffic!

There is one obvious solution to the growing traffic problem that has plagued my city – complete the Foothill-South (241) Toll Road! The Transportation Corridor Agencies already have built 51-miles of Toll Roads in Orange County, and I've seen firsthand the traffic relief they provide on alternate freeways.

The bottom line is this: Toll roads work. They're part of the solution to this burgeoning traffic problem.

Please, please listen to the thousands of commuters in South Orange County, San Diego County and Riverside County who are seeking relief from this growing traffic nightmare. I urge you and your fellow Coastal Commissioners to vote in support of completing Foothill-South.

Regards,

A handwritten signature in black ink, appearing to read "Bob Krueer". The signature is written in a cursive style with a large, looping initial "B" and a long, sweeping underline.

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Sir,

Although I am not happy with the idea of another toll road, we need an alternate North-South connector through southern Orange County. Remember when the I-5 shut down recently in the Newhall Pass? Same can happen here, and there are no other commercial routes available. What other options are there?

The 241 is a no-brainer for anyone who drives the I-5. The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

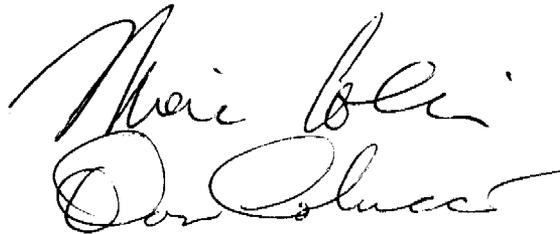
The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

My husband and I hope that you and your colleagues vote to finally approve this project; we need it sorely here in Orange County!

Sincerely,

Don and Marie Colucci

124 Trafalgar Ln.  
San Clemente, CA 92672

The image shows two handwritten signatures in cursive. The top signature is 'Marie Colucci' and the bottom signature is 'Don Colucci'. Both are written in dark ink.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,

Name:

KIMIA FEZVANI

Address:

110 TALL OAK  
IRVINE CA 92603

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Thank you again for your support.

Here was the message sent to the commissioner from you:

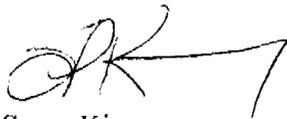
The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

A lot more damaging would be having thousands of cars idling in a back up and creating unnecessary green house gases.

Sincerely,

A handwritten signature in black ink, appearing to be 'SK' followed by a long horizontal stroke that ends in a small hook.

Steve Kinney

1501 Bullard Lane

North Tustin, Ca 92705

714-566-5691

[sfk1@ca.r.com](mailto:sfk1@ca.r.com)

Cheryl and Brian Gudauskas  
1 Puerto Morant  
San Clemente, CA 92672

1/15/08

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Commission,

As residents of Orange County and commuters on the I-5 on a daily basis, we ask you to approve the completion of the toll road 241.

We are confident the least impact on our town and the surrounding area is by the planned 241 route. Expanding the I-5 will have a detrimental impact and will negatively affect many home owners.

The I-5 is not going to ever get better and something needs to be done. Unfortunately, more building is happening in our town, contributing to even worse traffic on the I-5. We love our town and this area needs an alternative to the I-5 in order to continue to be the wonderful town it is.

Thank you for your consideration

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl Gudauskas". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Cheryl Gudauskas  
Brian Gudauskas

# Riley Clark

---

**Attorney at Law**  
**Civil Engineer**  
24482 Christina Court  
Laguna Hills, CA 92653  
voice 949.587.2893/fax 949.587.2864

January 22, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

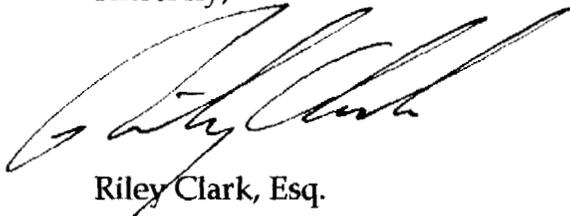
re: 241 toll road extension

I am writing to support the proposed toll road extension in Orange County. The proposed 241 toll road would be a significant improvement to the Southern Californian environment. Relieving traffic reduces pollution and additional routes create shorter, more efficient trips.

I have reviewed the proposed alignment and find the most significant elements of the impacted park are not affected. The road will not impact campsites, the beach or beach access. The proposed design is sensitive to local flora and fauna habitat areas and wetlands. The design also preserves large blocks of open space.

Please approve the project so that we can have a better environment. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Riley Clark', written over a horizontal line.

Riley Clark, Esq.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

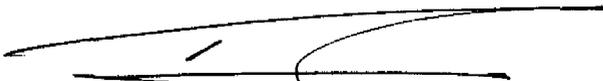
I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, consisting of a long, sweeping horizontal line that curves upwards at the right end, with a smaller, more complex scribble underneath it.

Paul & Brigitte Haveruk

Thomas Davidson  
2650 Jonquil Drive  
San Diego, CA 92106

January 18, 2008

Chairman Patrick Kruer  
California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105

Re: 241 Toll Road

Dear Chairman Kruer.

The Commission needs to keep a balance between what we would like to see happen and reality. And I think it does.

As a long time San Diego resident I would love to see the 15 still a four lane road to Escondido and Balboa Park a place where you could find a parking place on a weekend. The reality of southern California is that we have had substantial population growth. The reality is that we need to put in place infrastructure that helps the quality of life of the citizens, saves energy and helps to solve the San Clemente gridlock.

The extension of the 241 is at a point where I feel the balance between protecting the environment is better served with continued construction of the toll road. A good job has been done during the process of getting the extension started of building in protections to the environment that the road is going through.

I would encourage the Commission to approve the extension.

I also applaud the recent decision about Harbor Island in San Diego. If the Port feels they can take out parking for development on the south end of the island it should be to add grass and trees not condo/hotels.

Sincerely,



Thomas Davidson

California Coastal Commission  
Chairman Patrick Krueger  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Chairman Krueger:

As someone who lives in the Inland Empire and works in San Clemente, I cannot begin to tell you how invaluable the existing sections of the Toll Road have been in my daily commute. If the Foothill South section of the Toll Road is completed it means an even greater savings in time spent in traffic.

Based on the research that I have done, the 241 will end at least half a mile from the beach where it connects with I-5. As to the impact on San Onofre State Beach, the road uses part of an inland segment of the park (on Camp Pendleton) about a mile from the beach, but doesn't remove or disrupt the campsites.

Obviously the potential for larger environmental impact is a concern. Again, it is my understanding that TCA has taken great care in planning the 241's route and methods of construction to mitigate the impact that the Foothill South expansion may have environmentally.

Again, please authorize the completion of the 241.

Sincerely,

A handwritten signature in black ink, appearing to read 'William R. Dotta', written in a cursive style.

William R Dotta

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill L. Jette". The signature is fluid and cursive, with a large initial "B" and "J".

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in black ink, appearing to be "Pat Kruer", written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

A handwritten signature in black ink, appearing to be 'Pat Kruer', written in a cursive style.

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5581 SANTA ANA CYN RD. E  
ANAHEIM, CA  
714 283-5898

**ANIMAL HEALTH CONSULTANTS, INC.**

January 18, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Chairman Kruer:

The 241 is a no-brainer for anyone who drives the I-5.  
The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.  
The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Thank you for your assistance in seeing this vital link of highway is completed as soon as possible.

Sincerely,



Herbert H. Warren, DVM  
President

• • • • •

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in cursive script that reads "Katelyn Weller". The signature is written in black ink and is positioned below the typed name.

January 18, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

As you may or may not know driving the I-5 between the Alicia exit in the Mission Viejo/Laguna Hills area and San Clemente can be a nightmare any time of day. Giving motorists an alternative would greatly relieve the congestion, the excess pollution coming from vehicles traveling at much slower speeds through the area, and will enhance the quality of life for everyone having to continue to utilize the I-5. Additionally, it would decrease the opportunity for traffic accidents as the I-5 unsafely comes to a quick slow northbound around the Oso Parkway exit, often times creating unsafe conditions and in some tragic incidences fatalities.

I encourage you to seriously consider the positive impact completing the toll roads would have.

Sincerely,



Karen Balbier  
Laguna Niguel, CA

Monday, January 21<sup>st</sup>, 2008

William Conklin  
2592 N Meridian St  
Orange, CA 92867

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont St, Suite 2000  
San Francisco, CA 94105

Dear Mr. Kruer,

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The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Orange County needs this Highway 241 completed as soon as possible.

Sincerely,

A handwritten signature in black ink that reads "Bill Conklin". The signature is written in a cursive, slightly slanted style.

William Conklin

**ALBERT C. & GISELA G. SCHMID**  
28711 Paseo Miraloma – Rancho San Juan Estates  
**SAN JUAN CAPISTRANO CA 92675-5502**

Tel: (949) 218 8471 - Fax: (949) 218 8472 - e-mail: [schmid@bigplanet.com](mailto:schmid@bigplanet.com)

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

January 20<sup>th</sup>, 2008

*Dear Chairman Kruer and Commissioners,*

*Driving on Interstate 5 in Southern Orange County has become a taunting task, virtually anytime during daylight hours. Whilst I understand that your mandate is to protect our beautiful natural Coastline, I also know that all Coastal Commissioner Members have a sense of civic duty to assist and serve the constituents to strike a fair balance between the Coast's need to be protected and the well-being of the local inhabitants. This brings me to a major concern that we have in Southern Orange County, asking you for your due considerations of our daily lives:*

*The extension and completion of the 241 MUST be accomplished under the shortest possible time frame, if we want relieve from total congestion on the I-5. The environmental issues and concerns have sufficiently been debated and it is clear that all care will be taken to avoid any major impact on the specific environment where concerns have been raised.. The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.*

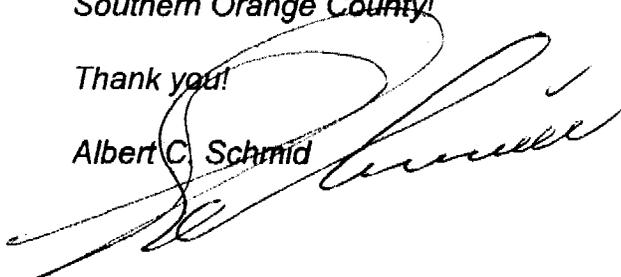
*The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.*

*Please help us all to travel to and from our destinations with at least some level of speed and comfort and allowing us to see our families in the evening without our nerves being brayed from sitting on the freeway!*

*We are counting on your understanding and sensitivity towards the commuters of Southern Orange County!*

*Thank you!*

*Albert C. Schmid*



cc The Toll Roads, Irvine

**Barry Renaud**

30848 Villa Toscana  
Bonsall, CA 92003-6216  
(760) 724-1696 Fax: (760) 454-2349  
E-mail: barry\_renaud@qasinc.com

January 19, 2008

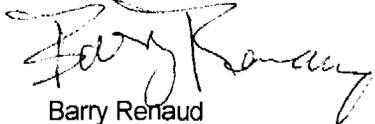
California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Chairman Kruer and Commission Members:

I urge you to vote to build extend the 241 toll road to I-5. The traffic on I-5 in Southern Orange County continues to worsen, and this route is the only way from where I live to my family, recreation, and work destinations in Orange County from northern San Diego County. The new route would open a direct path to my brother's house and some businesses that I visit and ease traffic on I-5 for my trips elsewhere in Orange County. Importantly, the toll road extension is by far the best, least expensive, and most environmentally sound way to address the traffic congestion problem.

Doing nothing should not be an option unless the goal is to increase pollution (gridlock) and to cut off commerce, recreation, and family visits. The proposal to widen I-5 is essentially a stalling tactic by opponents of the 241 extension who really do want nothing done. This option would lead to more hearings and unbelievably long delays of course, but would also be enormously more expensive than the 241 alternative.

Sincerely,



Barry Renaud

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

*Edward L. Dailoy*  
*Janice H. Dailoy*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

A handwritten signature in black ink, appearing to read "Pat Kruer", written in a cursive style.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

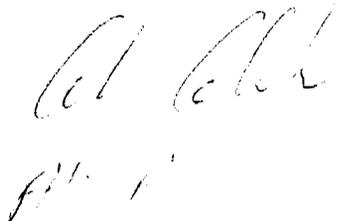
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

A handwritten signature in black ink, appearing to read "Pat Kruer". The signature is written in a cursive style and is positioned below the "Respectfully," text.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

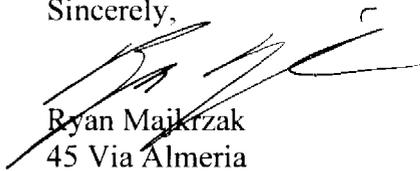
As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets. Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show. It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented. Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2 billion. It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet. For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32. For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system. For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public. I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Ryan Majkrzak  
45 Via Almeria  
San Clemente, CA 92673  
949-388-0543  
Ryan\_majkrzak@hotmail.com

*Michael A. Hoey 626 Via Umbroso San Clemente, Ca.  
92672*

January 22, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Chairman Kruer:

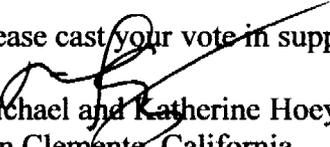
The 241 Toll Road is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with the I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid the wetland areas.

In the case of an emergency (wildfires or the San Onofre Atomic Energy Plant) there is only one means of escape from San Clemente either to the north or the south, the I-5, and the October wildfires proved how tenuous that turned out to be.

Please cast your vote in support of the completion of the 241 Toll Road.

  
Michael and Katherine Hoey  
San Clemente, California

Mr. Pat Kruer, Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Dear Chairman Kruer:

As a young, lifelong resident of Orange County, and commuter to the Oceanside region I am a supporter of the 241 toll road project, and I hope that you will be, too.

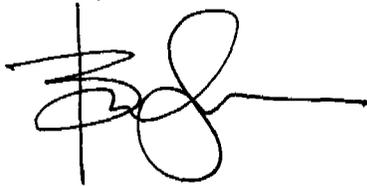
Whenever I hear someone complaining about the "harm" extending the toll road will create, I have to take it with a huge grain of salt. In many ways, I think the people who are opposed to the road are just worried about more people having access to their surfing spots.

The most ridiculous argument I have heard is that the toll road will ruin the Trestles surfing spot by altering the waves.

The road will not have any impact on the waves! The road will not pave over any waterways—any crossings will consist of a few pillars, which will let water flow essentially the same way it does now. The road will not cause any more or less sediment flow than there is now, and will not interfere with the cobbles that create the waves at Trestles.

The Coastal Commission should not give in to the demands of people who want to keep the beaches for themselves. We need mobility, not restrictions.

Thank you,

A handwritten signature in black ink, appearing to be 'Bradley Delp', with a long horizontal line extending to the right.

Bradley Delp  
Tustin  
(714) 327-4098

Cc: Governor Arnold Schwarzenegger  
Fax: 916.455.4633

U.S. Senator Dianne Feinstein  
Fax: 202.228.3954

January 21, 2008

Chairman Pat Kruer  
**California Coastal Commission**  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105-2219

Re: In support of the 241 extension

Dear Chairman Kruer:

I am a thirty-four year resident of Orange County. I have lived in Laguna Hills twenty-six of those years and have seen the traffic on the I-5 go from tolerable to gridlock as it remains the only major transportation connection through South Orange County to the San Diego area. Widening the I-5 is not even close to a viable solution for resolving the problem.

The need for additional transportation infrastructure is more important than ever. I feel that in order to fill this need, it would be appropriate to allow the Foothill-South project to commence. The bottom line is this community desperately needs some type of traffic relief. We do not want conditions to worsen from the county line to El Toro Road. The truth is the traffic will only get worse on the I-5. I certainly am not looking forward to when the traffic thickens.

Unfortunately, it appears to many here, who are living with this traffic nightmare, that the Coastal Commission staff has ignored twenty years of studies, a certified EIR, and a collaborative effort of seven participating federal and state agencies, including the EPA and Cal Trans. Orange County citizens are saying enough. It's time to lay aside partisan politics and solve the problem.

There are minimal impacts, to be sure, but these are greatly outweighed by the potential results and success of the project. I believe it is in all Californian's best interests to pass the "go ahead". As a new year begins, it's time for change and progress. Let's start the New Year off right. I encourage you and your colleagues on the Coastal Commission to approve the plans for Foothill-South.

Sincerely,



Don W. Caskey, FAIA  
27182 Hidden Trail Road  
Laguna Hills, CA 92653  
(949) 643-0276

Cc: Governor Arnold Schwarzenegger  
Fax: 916.455.4633

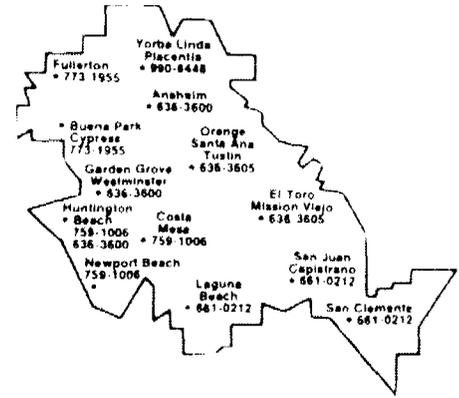
U.S. Senator Dianne Feinstein  
Fax: 202.228.3954



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January 21, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

Re: 241 Toll Road Completion

Dear Chairman Kruer:

The 241 toll road completion is important for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it would connect with the I-5. The road uses part of an inland segment of the park about a mile from the beach, but does not remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Besides saving our company time and fuel the completion will also help our company do more business in this area on Southern Orange County.

The completion of the 241 toll road would help remove the congestion on the I-5, as well.

Sincerely,

H. T. Johnson  
President

California Coastal Commission  
45 Fremont St., Ste 2000  
San Francisco, CA.

1/20/2008

Subject: SR-241

RECEIVED

JAN 24 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Commissioners:

How can you not vote for approval of the SR-241 completion? Have you ever tried to drive the S.B. I-5 on a Saturday morning or the north bound on a Sunday afternoon between San Clemente and Mission Viejo? If not ask those of us who have tried. Mostly we just sit. Four lanes of traffic, solid with cars and trucks, idling along. Do you realize how much pollution that creates? How much natural resources are being wasted?

We all know that the real reason for all of the objections to the completion of this road is "no more growth", but growth will come! Why not plan for it sensibly?

Sincerely,  
Leland Clark  
31226 Belford Dr.  
San Juan Capistrano, CA 92675

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I believe you can care deeply about the environment and support the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

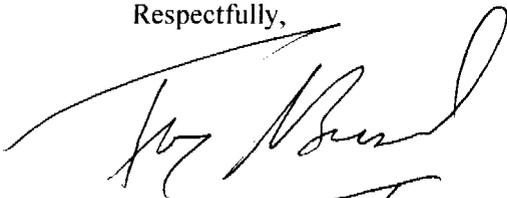
First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Respectfully,



Name:

Tim Busch

Address:

25992 Glen Canyon Dr  
Laguna Hills Ca 92653

\_\_\_\_\_

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

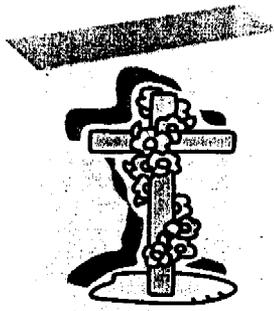
Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,



Name: Steph Busch  
Address: 25992 Glen Canyon Rd  
Logans/Hills Pa 92653  
Steph



**TIMOTHY R. BUSCH**  
**2532 DUPONT DRIVE**  
**IRVINE, CALIFORNIA 92612-1524**  
Phone: (949) 474-7368 Ext. 100  
Cell phone: (949) 337-5040  
Email: tbusch@buschfirm.com  
Fax: 781-207-0713

Angela Hoy, Personal Assistant  
Phone: (949) 474-7368 x 123  
Cell: (949) 337-6363  
Email: ahoy@buschfirm.com

January 15, 2008

The Most Reverend John J. Myers  
Archbishop of Newark  
171 Clifton Avenue  
Newark, New Jersey 07104-0500

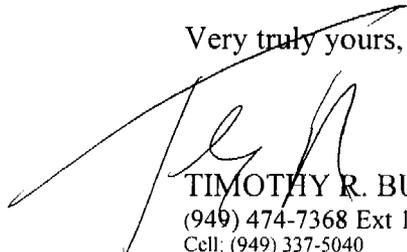
Re: Our File No. 1009-5.127

Your Excellency:

Enclosed is a pictorial book assembled by Tim Mohre memorializing your historic visit to the St. Michael's Abbey.

I look forward to seeing you at the CUA board meeting on March 31<sup>st</sup> and hopefully on the Papal Foundation pilgrimage. Steph and I are leaving on the evening of April 1<sup>st</sup> for Rome from Washington, D.C.

Very truly yours,



**TIMOTHY R. BUSCH**  
(949) 474-7368 Ext 100  
Cell: (949) 337-5040  
email: tbusch@buschfirm.com  
cfax: (781) 207-0713

TRB/gtv  
Etckl:TRB:01:26:08

January 19, 2008

California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105

**R E C E I V E D**

JAN 24 2008

CALIFORNIA  
COASTAL COMMISSION

**COMPLETION OF THE SR-241**

My husband and I support the completion the 241 Toll Road in South Orange County.

Traffic and constant congestion in Orange County, especially South Orange County, is unacceptable. No matter when we try to go somewhere, traffic is the name of the game. It doesn't matter if you go at peak times or not, the 5, 55, and 91 freeways are clogged and make a pleasant outing turn into a nightmare. The completion of the 241 Toll Road would enable people from the inland areas to be able to bypass the 91/55/5 mess and get where they're going without the hassle of the other roads. Whether you are trying to get to the Inland Empire or San Diego, you would be able to get there in a more acceptable amount of time. In addition, it would help those of us who live here to move around our county.

Progress always comes with a price. And if developers are allowed to continue to build more and more homes, then additional roads are needed. Widening Interstate 5 is not the answer. It has already been widened and is now way over capacity. **NEW ROADS ARE NEEDED IN SOUTH ORANGE COUNTY** and the completion of the 241 is imperative! When the 73 Toll Road was being considered, many people were against it and held protests, including chaining themselves to trees and earth-moving equipment. All that did was to delay the project and increase the cost of the road when it was eventually approved. This is the same consequence that is taking place with the 241 – the cost is going up everyday that it is delayed.

The 241 Toll Road is a necessary highway to improve the quality of life in this area – relieving congestion in Orange County. Please listen to our concerns.

Sincerely,



Jeanne Davis  
23 Apache Drive  
Trabuco Canyon, CA 92679

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

**RECEIVED**  
JAN 24 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Krueer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road’s current end in Rancho Santa Margarita to the I-5 near San Clemente.

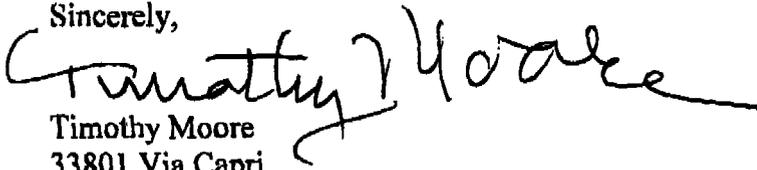
Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you’ll agree that it’s time to invest in California’s infrastructure

Sincerely,



Timothy Moore  
33801 Via Capri  
Dana Point, CA 92629

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

*January 24, 2008*

RECEIVED

JAN 24 2008

CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South -- the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

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Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

*Marilyn Belle  
24001 Merilander Blvd.  
Lake Forest, CA 92630*

Jeanne Sawyer  
25501 Saddle Rock Place  
Laguna Hills, CA 92653

RECEIVED  
JAN 23 2008  
CALIFORNIA  
COASTAL COMMISSION

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415-904-5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261 and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these road were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's live in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousand of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,

  
Jeanne Sawyer

January 23, 2008

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

RECEIVED  
JAN 23 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Lori Macias-Bracero

**RECEIVED**

JAN 23 2008

CALIFORNIA  
COASTAL COMMISSION

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94103-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

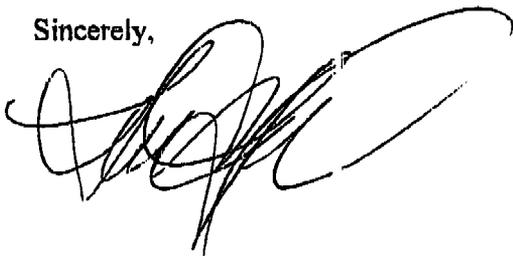
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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



California Coastal Commission  
 Attn: Chairman Pat Kruer  
 45 Fremont Street, Suite 2000  
 San Francisco, CA 94105-2219  
 FAX: (415) 904-5400

RECEIVED

JAN 23 2008

CALIFORNIA  
 COASTAL COMMISSION

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The environmental impact of the extension could be minimized with proper diligence and the funds made available by the TRA. *Not* completing the extension of the Toll Road will pose a greater harm to the environment and increase the burden on society related to the detrimental health hazards of existing and increasing traffic congestion. Pollutants from congestion are a proven health concern for those who live and work in proximity to the I-5 as well as the commuters, truckers and travelers caught in the freeway's gridlock. The extension will help to relieve traffic on the major arterials and the I-5, especially with the unconnected but approved future development of the Ranch Plan.

My mother recently died of lung cancer and my mother-in-law and son-in-law suffer from pulmonary fibrosis, progressive and incurable. Not genetically related and non-smokers living in non-smoking households, they were or are, unfortunately, all Southern California residents. My son-in-law has worked in a facility close to the I-5 in Anaheim for 25 years, commuting from Irvine. Doing all that is possible to keep traffic free flowing and reduce the concentration rate of emissions should be California officials' highest priority. Protecting the health of Californians is of primary importance as scientists work to develop alternatives to fossil fuels. Our beaches and campgrounds deserve our watchful protection but air quality should not be a secondary concern. We should accept the completion of the 241 Toll Road as a necessary compromise toward the goal of putting fewer Californians at risk for respiratory disease.

The following are excerpts from articles in support of my position.

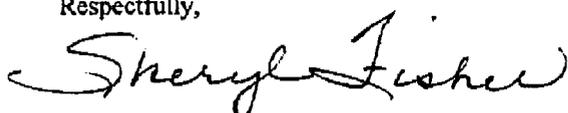
**Diesel exhaust has been linked in numerous scientific studies to cancer, the exacerbation of asthma and other respiratory diseases...** The health risk from diesel exposure is greatest for children, the elderly, people who have respiratory problems or who smoke, people who regularly strenuously exercise in diesel-polluted areas, and people who work or live near diesel exhaust sources. **Studies have shown that the proximity of a child's residence to major roads is linked to hospital admissions for asthma, and there is a positive relationship between school proximity to freeways and asthma occurrence. Truck and traffic intensity and exhaust measured in schools were significantly associated with chronic respiratory symptoms.** -American Lung Association

**Sitting in traffic is hazardous to health according to latest UCLA study.** Tiny particles in exhaust emissions, not measured by the EPA, are the most dangerous. The study found that particles 1/1000 the size of human hair cause plaque build up leading to heart attack and stroke. -ABC News, January 20, 2008

**We can't stick our heads in the sand, assuming that if we don't build the roads, "they" won't come. "They" are already here, and because we haven't kept road building in pace, they are now stuck in traffic congestion. So we must do the best we can to find least-bad solutions to locating needed new highways... Foothill South has been through that agonizing process. The selected route strikes me as clearly the least-bad option... this alternative saved as many as 800 homes and 300 businesses from being targeted for condemnation by the legal state powers of eminent domain for public use.** -Robert W. Poole Jr. June 9, 2007

*Robert Poole is director of transportation studies at the Reason Foundation, a nonprofit think tank based in Los Angeles. He served on Gov. Pete Wilson's Commission on Transportation Investment and has advised the U.S. Department of Transportation and half a dozen state DOTs on transportation policy issues. He received two engineering degrees from MIT.*

Respectfully,



Sheryl Fisher, Mission Viejo

RECEIVED

JAN 23 2008

CALIFORNIA  
COASTAL COMMISSION

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

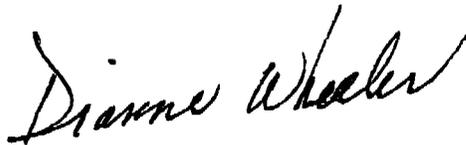
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



California Coastal Commission  
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**RECEIVED**  
JAN 24 2008  
CALIFORNIA  
COASTAL COMMISSION

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,  
Louie Rojo  
redlou@ix.netcom.com

Jason M. Hewitt  
1316 Scholarship  
Irvine, CA 92612  
(949) 790-6147

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Sincerely,

Jason M. Hewitt

cc: Governor Schwarzenegger  
Senator Dianne Feinstein

California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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Sincerely,

*Kellie Free*  
48 Via Nerisa  
San Clemente, CA 92673  
949-388-5332

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,

A handwritten signature in black ink, appearing to be the name 'Pat Kruer', written in a cursive style.

Dear California Coastal Commission,

I want to take a minute to write a note regarding the upcoming vote on the 241 toll road extension. This road is needed to help ease the traffic flow on the local interstate and also roads that parallel the interstate. This part of Orange County has been rapidly expanding for the last 20 years and will continue to do so. Restricting any road development will only lead to a more traffic, pollution, energy waste, and lower quality of life.

Please support the final completion of this leg of the toll road.

Thanks,

John and Dana Blum  
Rancho Santa Margarita, Ca. 92688

January 17, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Mr. Mike Ameel  
5 Mantenida  
Coto de Caza, CA 92679

Re 241 Toll Road Extension

Dear Mr. Kruer,

It has come to my attention that you are considering the extension of the 241 Tollroad South. I would like to voice my **strong support for this extension** as essential for traffic safety and successful commerce in South Orange County and Northern San Diego Counties.

This road has been under consideration for some time and has been **scrutinized thoroughly**. Many different scenarios have been looked at and this plan before you, in my opinion, is the **best plan**.

The **Governor** has spoken in favor and **supports** the approval of this toll road extension.

Please **approve** this essential element in our roadway plan that will benefit all southern Californians.

Best regards,



Mike Ameel

Coto de Caza

Dear Chairman Patrick Krueger,

241 Toll Road is very important to Orange Co. It will significantly reduce traffic and will allow alternative route for drivers. If nothing is done to correct this issue traffic congestion will increase, inevitably it will turn the I-5 into a parking lot as it has for the 91, thereby improving mobility it will reduce congestion during the peak hours. Most notably, a completed 241-toll road will be crucial if the I-5 is shut down or if traffic needed to be diverted for any reason. In closing, this project will benefit everyone and will promote traffic safety.

Thank you,  
Resident of San Clemente'

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

*Antonio + Marie Gomez*  
27102 PINARIO  
Mission Viejo, Ca. 92692

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

*Antonio + Marie Gorney*  
*27102 Pin Arco*  
*Mission Viejo, Ca. 92692*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I support the completion of the 241 Toll Road and request that you approve the toll road agency's application for a Consistency Certification in February.

The last segment of the 241 Toll Road has been carefully planned to balance the need for traffic relief with environmental protection. The route chosen after years of study delivers an alternative route between San Diego and Orange County and it avoids taking any homes or businesses.

The route for Foothill-South was the consensus choice of the U.S. Fish & Wildlife Service, Environmental Protection Agency, Caltrans and other agencies. Many of these agencies have helped TCA address air, water and wildlife issues to ensure as little impact as possible. As part of the project, TCA developed a water quality plan that will improve water quality along a portion of Interstate 5.

After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Sincerely,

*Barry & Steven Turner*  
*San Clemente, CA*

January 15, 2008

Mr. Pat Kruer, Chairman  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco CA 94105

Most public testimony on the proposed completion of the SR-241 Toll Road in the counties of Orange and San Diego focuses on the environment.

The Orange County Taxpayers Association (OCTax) cares about our environment too. That's one reason we support toll roads. Free-flowing traffic causes less pollution than stop-and-go traffic. Just as importantly, it generates economic wealth that enables us to maintain our parks, beaches, housing, water and sanitary systems, flood control, landfills, recycling facilities, fire protection and other services that enhance the environment.

Here are more reasons OCTax supports the completion of the 241 Toll Road.

- User fees (tolls) are better than taxes. We are forced to pay taxes, whether we use a service or not. We pay tolls voluntarily, in fair exchange for using the roads.
- Measurable results are better than unknown results. Drivers' willingness to pay tolls is an absolute measure of customer satisfaction and investors' judgment.
- Practical solutions are better than waiting for miracles. The toll roads were planned as freeways, but there was no taxpayers' money to build them. The Transportation Corridor Agencies stepped in and built 67 miles of first-class roads with investors' money. When the bonds are repaid, the toll roads will become freeways at little cost to taxpayers.
- Voluntary investment is better than taxes to build infrastructure. The Toll Roads are 85% funded by non-recourse revenue bonds, not taxpayer-guaranteed general obligation bonds. Development Impact Fees (11%) and grants (4%) pay the rest.

Please approve the extension of the SR-241 Toll Road.



cc: Governor Arnold Schwarzenegger  
Senator Diane Feinstein

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

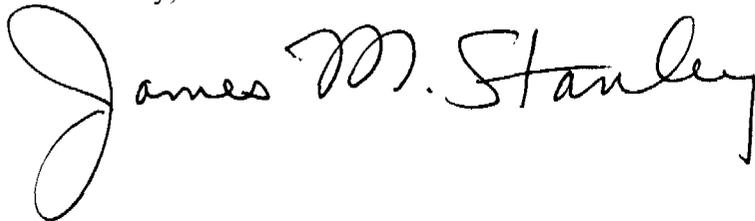
I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven toll road system, a system that has provided traffic relief to thousands of commuters daily.

Don't be swayed by naysayers. We need to complete this toll road.

Sincerely,

James M. Stanley

Re: 241 Toll Road.

Dear Mr. Krueger.

Please just allow the road (241) to  
be built. Get on with it.

Sincerely

Desmond Collier  
10 Los Palos  
Aliso Viejo  
Calif. 92656

**Paul H. Payne III, CPA**  
**2525 Cherry Avenue – Suite 375**  
**Signal Hill, CA 90755**  
**Phone (562) 989-2111 Fax (562) 989-2101**

January 15, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street – Suite 2000  
San Francisco, CA 94105

**RE: Completion of the 241 Toll Road**

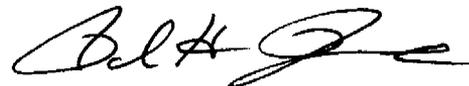
Interstate-5 is the only highway route in and out of South Orange County; a scary thought given the road's infamous stand-still traffic.

An even scarier thought given that lives may be at risk and the safety of thousands may depend on a road that is more likely to have congestion than provide safe and swift evacuation. The safety of human life is why Foothill-South is needed. We've all seen recently that when disasters strike, people need roads to flee, to live. That's the most important reason to build roads. And, no road is more important right now than Foothill-South.

Foothill-South will provide an alternative evacuation route if the I-5 is shut down and provide an important alternative emergency evacuation route from San Onofre Nuclear Generating Station. As we saw with recent wildfires, the road would also serve as a firebreak during wildfire season. Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind for relief, connection and evacuation.

Foothill-South would improve local safety in times of peace as well by providing a free-flowing alternative to the dangerously congested I-5. I've seen and heard about fatal accidents on the Interstate that I deeply believe could have been avoided had there been less cars on the road. Because a significant accident or natural disaster impacting I-5 completely gridlocks the region, I urge you to not only improve lives -- but to save lives -  
- by supporting Foothill-South.

Sincerely,



Paul H. Payne III, CPA

**Paul H. Payne III, CPA**  
**2525 Cherry Avenue – Suite 375**  
**Signal Hill, CA 90755**  
**Phone (562) 989-2111 Fax (562) 989-2101**

January 15, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street – Suite 2000  
San Francisco, CA 94105

**RE: Completion of the 241 Toll Road**

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state..

Sincerely,



Paul H. Payne III, CPA

*James M. Greenfield*  
**J.M. Greenfield & Associates**  
202 Hartford Drive, Newport Beach, CA 92660-4228

(949) 760-0629  
[www.fundrazer.com](http://www.fundrazer.com)  
[fundrazer@cox.net](mailto:fundrazer@cox.net)

January 21, 2008

Chairman Patrick Kruer  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Chairman Kruer;

Completion of the 241 tollroad is important. Why? Because of present high congestion on the 5 (there is no other coastal route south) and continuous increases in population.

You are well aware of the high congestion on all highways throughout California, none more so than the 5 freeway from Los Angeles to San Diego. The 241 will help, not hinder, this situation. Further, there is no other source of relief to the 5.

I urge you to support this project, now -- not at some later date when conditions are extreme and costs prohibitive.

Thank you.

A handwritten signature in cursive script that reads "Jim Greenfield". The signature is written in black ink and is positioned below the typed text of the letter.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I recall the opposition to the San Joaquin Hills (73) and Eastern (261) and Foothill (241) Toll roads. I remember the doomsayers and opponents threatening us with untold environmental horrors if these roads were built.

Well years later, the Toll Roads are not only popular, but an integral part of people's lives in Orange County. And the environmental disasters? There hasn't been a single one that opponents can point to. In fact, the TCA has received numerous industry and national awards for its environmental mitigation programs.

Today more than 300,000 trips a day are taken on the existing Toll Roads in Orange County (with more than 97 million transactions recorded in 2006). I guarantee you it has made a significant impact in reducing traffic on our freeways and preventing idling cars, which is a detriment to the environment. It is estimated that up to 58,000 vehicles a day will use Foothill-South alone in 2025.

You can see why I scratch my head at the opposition to completing the last 16 miles of an already proven 51-mile toll road system, a system that has provided traffic relief to thousands of commuters daily.

Studies and reports have been created, but it is now time to act as burgeoning traffic continues to plague a major highway in our state.

Don't be swayed by naysayers. Please help us relieve traffic congestion by supporting this toll road.

Sincerely,

Name: SUSAN M. STRADER  
Address: 3801 INLET ISLE DRIVE  
CORONA DEL MAR, CA 92625  
Susan M Strader

California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

I believe you can care deeply about the environment and support the completion of the Foothill-South (241) Toll Road.

I've listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and negatively impact the environment

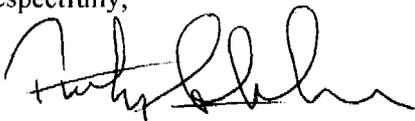
First, idling traffic creates more pollution and more greenhouse gas emissions. Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. Secondly, the water treatment system proposed by TCA will help the environment by treating and capturing runoff, including a two-mile stretch of Interstate 5 that currently has no water treatment system.

But most importantly the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promises of environmental mitigation, just as they did when they built the previous 51-miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Respectfully,



Name:

Timothy L Stoaders

Address:

3801 Fulu Island

Coronado del Mar Ca 92625

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California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
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Sincerely,

Name:

Rory Collins

Address:

2090-D RENDA GRANADA  
LAGUNA WOODS, CA 92657

California Coastal Commission  
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45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
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Sincerely,



Name: J. D. LITTELL  
Address: 1622 ORCHARD DR  
SANTA ANA, CA 92707

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
FAX: (415) 904-5400

Dear Chairman Kruer:

I wanted to tell you that I support the completion of the 241 Toll Road, and I hope you will approve the toll road agency's application for a Consistency Certification in February.

I believe the route was carefully planned and selected. The E.P.A. agrees. After years of study and amid traffic that gets worse every month, we need to move forward with completing the 241.

Thank you for considering my opinion

Sincerely,



Mr. Chris Merriman

(A San Diego resident, who commutes to work in Pasadena, and cares about the environment!)

3812 Park Bl. #311  
San Diego 92103

January 17, 2008

Governor Arnold Schwarzenegger  
State Capitol Building  
45 Fremont St, Ste. 2000  
San Francisco, CA 95814

Dear Governor Schwarzenegger,

Please don't let a few keep us (the many) hostage on the I 5 any longer. We need to get home in time to see are families.

Especially to help our wives cope with the heavy load of working and raising a family.

Do it as soon as possible before it becomes impossible.

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Thank you for your service to the people of California!

Sincerely,



Edmund and Marie Ginn  
31341 Calle Villa Clara  
San Juan Capistrano CA  
92675  
949,496.1078  
aginnjr@sbcglobal.net

January 17, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street, Ste. 2000  
San Francisco, CA 94105

Dear Mr. Kruer,

The 241 is a no-brainer for anyone who drives the I-5.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

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\* Especially to help our wives cope with the heavy load of working and raising a family.

\* Do it as soon as possible before it becomes impossible.

Thank you for your service to the south county communities!

Sincerely,



Edmund and Marie Ginn  
31341 Calle Villa Clara  
San Juan Capistrano CA  
92675  
949,496.1078  
aginnjr@sbcglobal.net

Governor Arnold Schwarzenegger  
State Capitol  
Sacramento, CA 95814

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach.

I strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park. Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law.

San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

It is disturbing that as our Governor you have decided to improperly inject politics to what should be decision based on facts and laws. I hope that in the future you will not interfere with independent and nonpolitical commissions so they can do their jobs and fairly represent California's best interest, not yours.

Sincerely,



Scott Deal

Oceanside Resident and concerned tax payer

Cc: Patrick Kruer; Mark Delaplane

4016 Astaire Avenue  
Culver City, CA 90232  
January 18, 2008

Mr. Patrick Kruer  
Chairman  
California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 91405

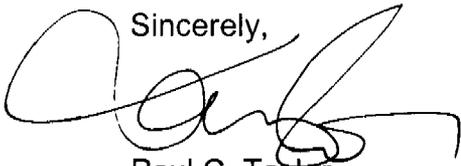
Re: Coastal Zone Management Act Consistency Certification No. CC-018-07  
Southern Segment of State Route 241

Dear Chairman Kruer:

I am a motorist who uses the I-5 freeway in south Orange County. I would like to express my support for the final segment of the State Route 241 toll road as proposed in the subject application. Completing the 241 is desperately needed to relieve horrendous traffic congestion on I-5. The 241 makes so much more sense than widening I-5 and taking out many homes and businesses; also, the 241 will pay for itself without placing demands on state or county transportation funds.

I thank you and your fellow Commissioners for considering my comments and urge the Commission to approve consistency certification no. CC-018-07.

Sincerely,



Paul C. Taylor

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

Foothill-South is desperately needed to relieve stand-still traffic on I-5 and surrounding city streets.

Since 1981, all county plans have assumed that Foothill-South would be completed. The county has been built, expanded and populated with this road in mind as a relief and connector. To go without it would be detrimental to the county, its residents and its drivers.

Without Foothill-South, the already severe traffic will increase 60 percent by 2025. We need Foothill-South to reduce travel time in the area from one hour to 25 minutes during peak hours, as studies show.

I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

A handwritten signature in black ink that reads "Gary Mudge". The signature is written in a cursive, flowing style.

**TDC**  
**TRAVEL PLACEMENT SERVICE, INC.**  
TEMPORARY AND PERMANENT PERSONNEL

*"The Name To Trust In Personnel Placement"*

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

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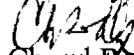
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Sincerely,



Cheryl Rodgers, CEO  
Travel Placement Service Inc.

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,



Robert Mead  
Laguna Niguel, CA

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

Business in Orange County is a huge concern of mine. As a businessperson based in/near Orange County I know that completing Foothill-South is a smart decision.

It's not a question of whether or not traffic congestion relief is needed; it's a question of which relief alternative should be implemented.

Completing Foothill-South makes so much more sense than widening I-5, which would demand the removal of homes and businesses. Also, there is no identified funding for the I-5 widening project – which is estimated to cost more than \$2.2 billion.

It's time to invest in California's infrastructure, and the smartest way to do so is to support Foothill-South, which is not funded by taxes.

More than that, it's great for tourism and makes it easier to visit California's coast. Furthermore, with San Diego and Orange Counties being the second and third most populous counties in California, improved mobility between these counties is imperative.

I urge you to join me in supporting the completion of Foothill-South. It's needed to ease traffic and make the transit of people and goods more fluid for the benefit of those within and outside of our great state.

Regards,

*Berry & Sharon Fanner  
San Clemente, CA*

**Date:** 1/21/2008

**To:** California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street  
Ste. 2000  
San Francisco, CA 94105

**From:** Rodney Cullifer

**RE:** Support the 241 Toll Road

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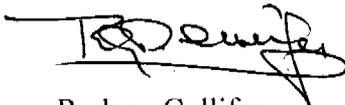
Dear Mr. Kruer,

I am writing this letter in support of the 241 Toll Road extension.

The road ends a half a mile from the beach (and the most popular campsites) where it connects with I-5. The road uses part of an inland segment of the park about a mile from the beach, but doesn't remove or disrupt the campsites.

The road alignment is sensitive to occupied habitat areas, preserves huge blocks of open space for wildlife and was adjusted to avoid wetland areas.

Best regards,

A handwritten signature in black ink, appearing to read "Rodney Cullifer", written over a horizontal line.

Rodney Cullifer

*RICHARD & REGINA HUNSAKER  
117 Coral Avenue  
Newport Beach, CA 92662-1144*

---

January 22, 2008

Via Fax: (415) 904-5400

California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 941105-2219

Attn: Chairman Pat Kruer

Dear Chairman Kruer:

I am a resident of Orange County and have been for 38 years. I care about, as I am sure you do as well, the environment and support the completion of the Foothill-South (241) Toll Road.

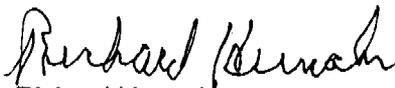
I have listened to both sides of the argument, and the groups opposing the Foothill-South plan have no real-world solutions for the unbearable traffic congestion that will only get worse and will have a negative impact on the environment.

Idling traffic creates more pollution and more greenhouse gas emissions. The Foothill-South will provide an alternate route to I-5 and cause more free flowing traffic. The water treatment system proposed by the TCA will help the environment by treating and capturing runoff, including a two mile stretch of interstate 5 that currently has no water treatment system. The proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the majority of the public.

The TCA has a proven track record of successful environmental mitigation programs. I trust they'll live up to their promise of environmental mitigation, just as they did when they built the previous 51 miles of Toll Roads.

Please vote to improve traffic congestion and the environment by supporting the completion of the Foothill-South (241) project.

Sincerely yours,

  
Richard Hunsaker

January 21, 2008

California Coastal Commission  
Attn: Chairman Pat Kruer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Kruer:

I am a person who cares about the environment. I also care about quality of life in Southern California and have come to support construction of the last few miles of the 241 Toll Road.

Although first concerned about the project's impact on the air, water and wildlife, I am now certain that building the selected Foothill-South alignment is best for – both – people and the planet.

For the air, less traffic means less pollution – fewer greenhouse gases and supports AB32.

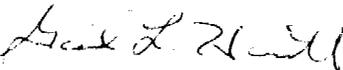
For the water, the water quality program to be put into place by TCA protects the environment by treating and capturing runoff – including a two-mile stretch of Interstate-5 that currently has no water treatment system.

For wildlife, the proposed alignment avoids the most sensitive native habitats and the parts of San Onofre State Park that are used by the vast majority of the public.

I also applaud the fact that TCA has offered \$100 million to state parks to protect access to Trestles for future generations, removing any questions whether future state budgets will be able to pay the lease to keep this Federal land as a public park.

Judging from their work in the past, I believe that TCA will build Foothill-South with extraordinary sensitivity to the environment and will give drivers an alternative to congested routes.

Respectfully,



Gail L. Huitt

MR. CHARLES VOGEL

1/21/08

Attn: Chairman Patrick Krueger

I'm writing to ask for a favorable outcome "in favor" for the completion of the 241 Toll Road. Having lived in Mission Viejo since 1966, we have watched the traffic increases change over the past 40+ years on I-5.

It would be with great appreciation that you would look favorably upon the completion of the 241 Toll Road.

Thank you , Charles A. Vogel  
25782 Via Viento  
Mission Viejo, CA  
92691



California Coastal Commission  
Attn: Chairman Pat Krueer  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219  
Fax: 415.904.5400

Dear Chairman Krueer:

As a driver who navigates in and through South Orange County regularly, I am voicing my support of and the need for Foothill-South – the final segment of the Foothill (241) Toll Road that runs from the road's current end in Rancho Santa Margarita to the I-5 near San Clemente.

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I hope that you'll agree that it's time to invest in California's infrastructure

Sincerely,

  
January 20, 2008

January 20, 2008

California Coastal Commission  
Chairman Patrick Kruer  
45 Fremont Street 2000  
San Francisco, CA 94105

Dear Mr. Kruer:

I am in support of the southerly extension of the 241. The toll road has been a blessing for me (and others who will not take the time to write to you). It saves time, stress, pollution and gasoline.

For the reasons listed above, tollroads should be built as alternative routes throughout California.

Sincerely,

A handwritten signature in cursive script that reads "Wendy Katz".

Wendy Katz  
7 Clawson Street  
Ladera Ranch, CA 92694