

9. **NEW BUSINESS**

A. **Consideration of Letter Concerning the Potential 241 Toll Road Extension Option Number 9**

Report from the Interim Public Works Director concerning the possibility of submitting a letter to the appropriate transportation agencies and regional stakeholders concerning the potential 241 Toll Road Extension Option Number 9.

Interim Public Works Director Bonigut reviewed the contents of the Administrative Report and displayed a map that depicted routes that the TCA is considering for the toll road extension.

Mark McGuire, San Clemente, explained that he opposes an arterial that would follow the route delineated in Option 8 (La Pata/Cristianitos Road extension) because of its negative impact to sensitive habitat areas; commended Council for actively opposing any toll road alignment through San Clemente; recommended that Council support a toll road extension that ends at Cow Camp Road or Ortega Highway.

Dan Bane, San Clemente, urged Council to support Option 8 (La Pata/Cristianitos Road extension) and Option 15 (which would extend the 241 around San Clemente to an I-5 connection at Cristianitos Road); recommended that Council be aggressive in letters relating to the Environmental Impact Report; urged that Best, Best & Krieger investigate options available to the City; requested that property in San Clemente that is already owned by the TCA be identified to provide insight as to the alignment that the TCA intends to pursue.

Pete Van Nuys, San Clemente, noted that the beltway (i.e., the connection of the 5, 241 and 73) would alleviate traffic in Mission Viejo and San Juan Capistrano and is the best option available.

Gary Headrick, San Clemente Green, noted that San Clemente Green would publicly advocate against a toll road extension through San Clemente and spoke in support of the use of simulations as a communication tool to educate the public.

Following discussion, MOTION BY COUNCILMEMBER DONCHAK, SECOND BY COUNCILMEMBER HAMM, CARRIED 5-0, to:

1. Authorize Staff to prepare a letter to the Transportation Corridor Agency that will begin, and end, with emphasis on San Clemente's opposition to any toll road alignment through the City. The letter is to promote the development of an arterial solution that could include routes indicated as Option 8 (La Pata/Cristianitos Road extension), Option 9 (east/west connection between 73 and 241 toll roads), and the Crown Valley Parkway extension. Copies of the letter are to be provided to Assemblymembers, State Senators, County Supervisor, OCTA and Caltrans.
2. Direct Staff to develop a plan for the individual alignments to be considered separately, with the understanding that simulations would be developed and that residents affected by each alignment would be notified so that they could speak at the appropriate Council meeting.

Council requested that updates on the toll road extension issue be provided at each Council meeting for the next six months.



Agenda Item

9A

**Approvals:**

City Manager

Dept. Head

Attorney

Finance

## AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING

Meeting Date: March 21, 2017

**Department:** Public Works / Engineering  
**Prepared By:** Tom Bonigut, Deputy Public Works Director

**Subject:** *LETTER CONCERNING THE POTENTIAL 241 TOLL ROAD EXTENSION OPTION NUMBER 9.*

**Fiscal Impact:** None.

**Summary:** This action is to seek City Council direction to formally request inclusion of a specific potential toll road extension alternative in the upcoming study and environmental review processes as discussed below.

**Discussion:** The Transportation Corridor Agency (TCA) is considering alternatives to address mobility in South Orange County, including various potential routes to extend the 241 toll road from the existing southern terminus at Oso Parkway to a direct connection with Interstate 5. At its September 6, 2016 meeting, the City Council received an update on the process and potential conceptual alternatives developed up to that time. The attached map shows potential alternative toll road extension alignments. Based on input during a public workshop TCA subsequently developed Alternative #13, which involves extending the toll road through the open space between San Capistrano and San Clemente to connect to Interstate 5 just south of San Juan Creek Road. TCA also more recently developed Alternative #17 which begins the same as Alternative #13, but then heads south through open space in San Clemente and through the Camino Los Mares/Avenida Vaquero areas to connect to Interstate 5 where the freeway crosses Avenida Vaquero.

Alternative #9 is shown on the attached map and involves extending the toll road to connect to I-5 about where the 73 toll road connects to I-5. This Alternative #9 was included in presentations to the public, but may no longer be included in the suite of alternatives that will be analyzed in detail in the upcoming planned Project Study and Environmental Impact Report processes. Alternative #9 has already had some conceptual traffic modeling evaluation completed and was shown to provide regional mobility benefits. Since this alternative has the potential to provide a viable connection of the toll road to I-5, the City Council may wish to urge the appropriate transportation agencies, including OCTA, TCA and Caltrans, to include this alternative in the upcoming planned Project Study and Environmental Impact Report processes.

### **Recommended**

**Action:** STAFF RECOMMENDS THAT the City Council direct staff to prepare and submit a letter to the appropriate transportation agencies and regional stakeholders requesting that potential 241 Toll Road Extension Option Number 9 (or closely related variants) be

included and evaluated in the upcoming Project Study Report and Environmental Impact Statement/Report Processes.

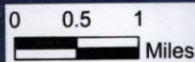
**Attachment:** Map of potential toll road extension alternatives.

**Notification:** None.

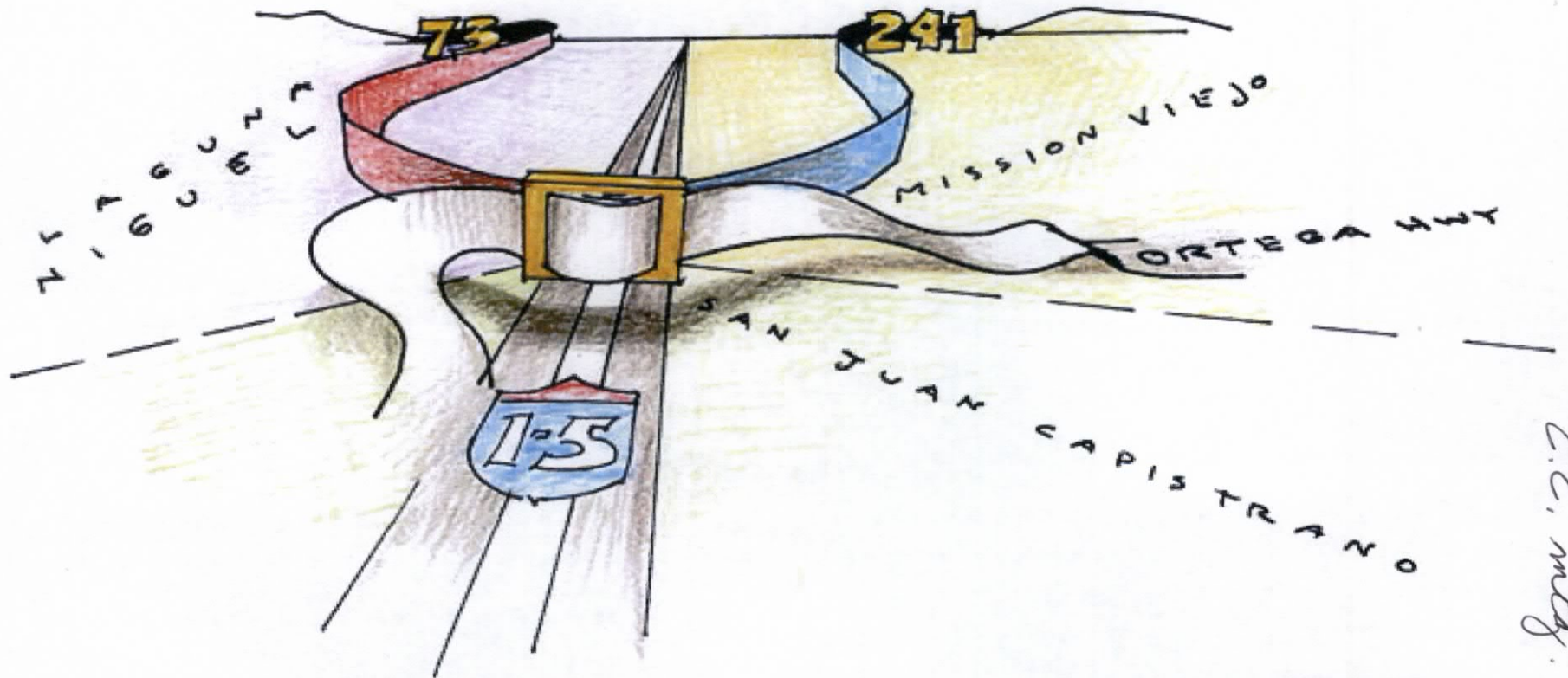


**EXHIBIT 1**

- ② Idea 2: Improve Single Track for More Frequent Trains
- Existing Double Track
- ④ Idea 4: Mobility Hubs
- ⑥ Idea 6: Ortega Widening
- ⑧ Idea 8: Extend La Pata to Cristianitos
- ⑨ Idea 9: Connect Ortega to Avery and SR 73
- ⑩ Idea 10: Add I-5 HOV lane (Pico to County Line)
- ⑪/⑫ Idea 11/12: Add I-5 GP/HOT lane (I-405 to County Line)
- ⑬ Idea 13: Connect SR 241 to I-5 via Western Alternative
- ⑭ Idea 14: Connect SR 241 to I-5 via La Pata Crossing
- ⑮ Idea 15: Connect SR 241 to I-5 via Cristianitos Crossing
- ⑰ Idea 17: Connect SR 241 to I-5 via Shore Cliffs
- Prima Deshecha Landfill
- RMV Planning Area
- Reserve at Rancho Mission Viejo
- Donna O'Neill Land Conservancy
- San Onofre State Beach Leasehold
- Camp Pendleton Boundary
- Coastal Zone Boundary
- South County Major Arterials



# The OC Beltway



3-21-17  
9-A

Presented by Rote  
Ann Mump at 3-21-17  
C.C. mdy.

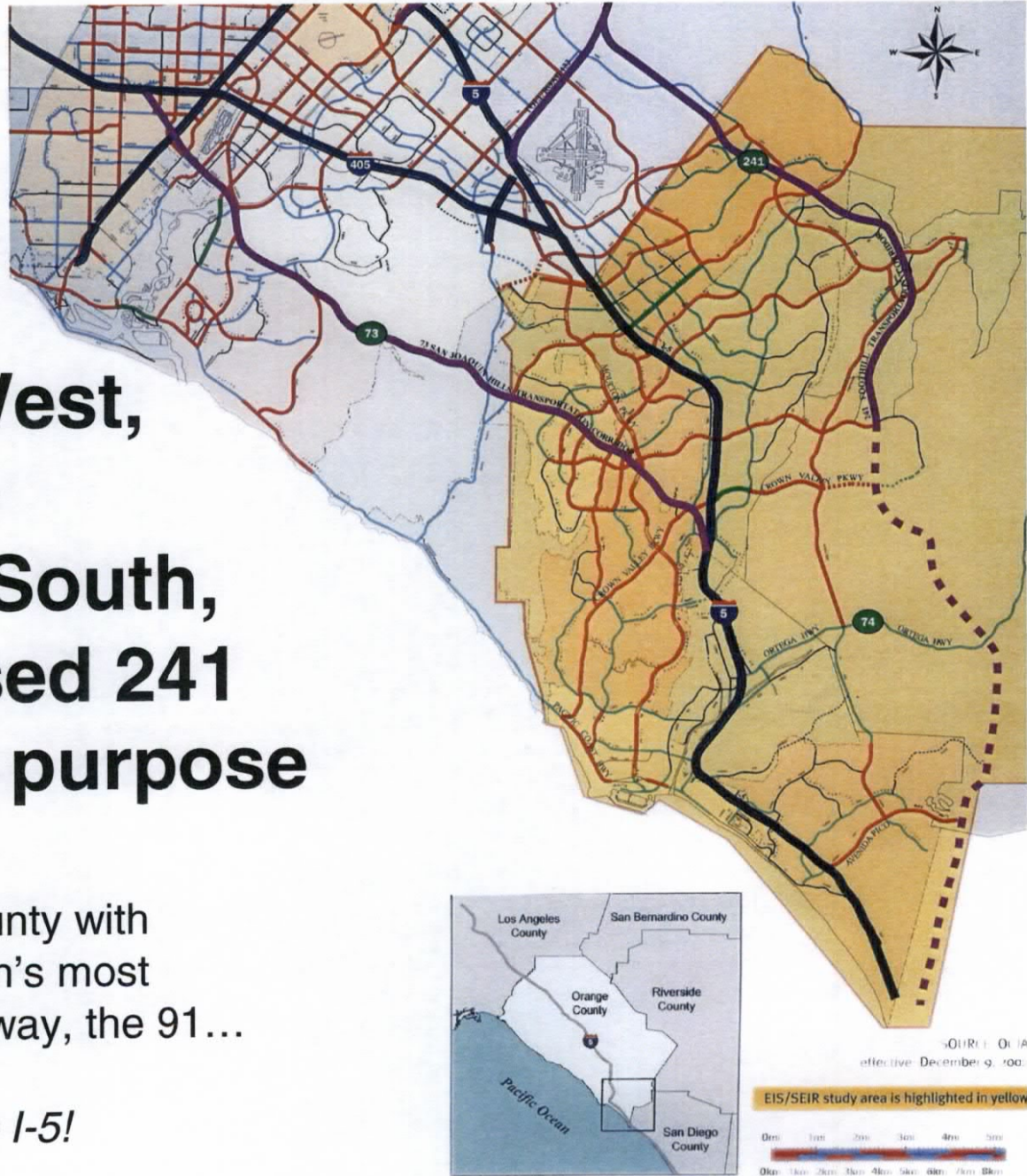


[www.SaveTrestles.com](http://www.SaveTrestles.com)

Fix-the-5 Working Group

# South County traffic moves East- West, regional traffic moves North- South, but the proposed 241 serves neither purpose

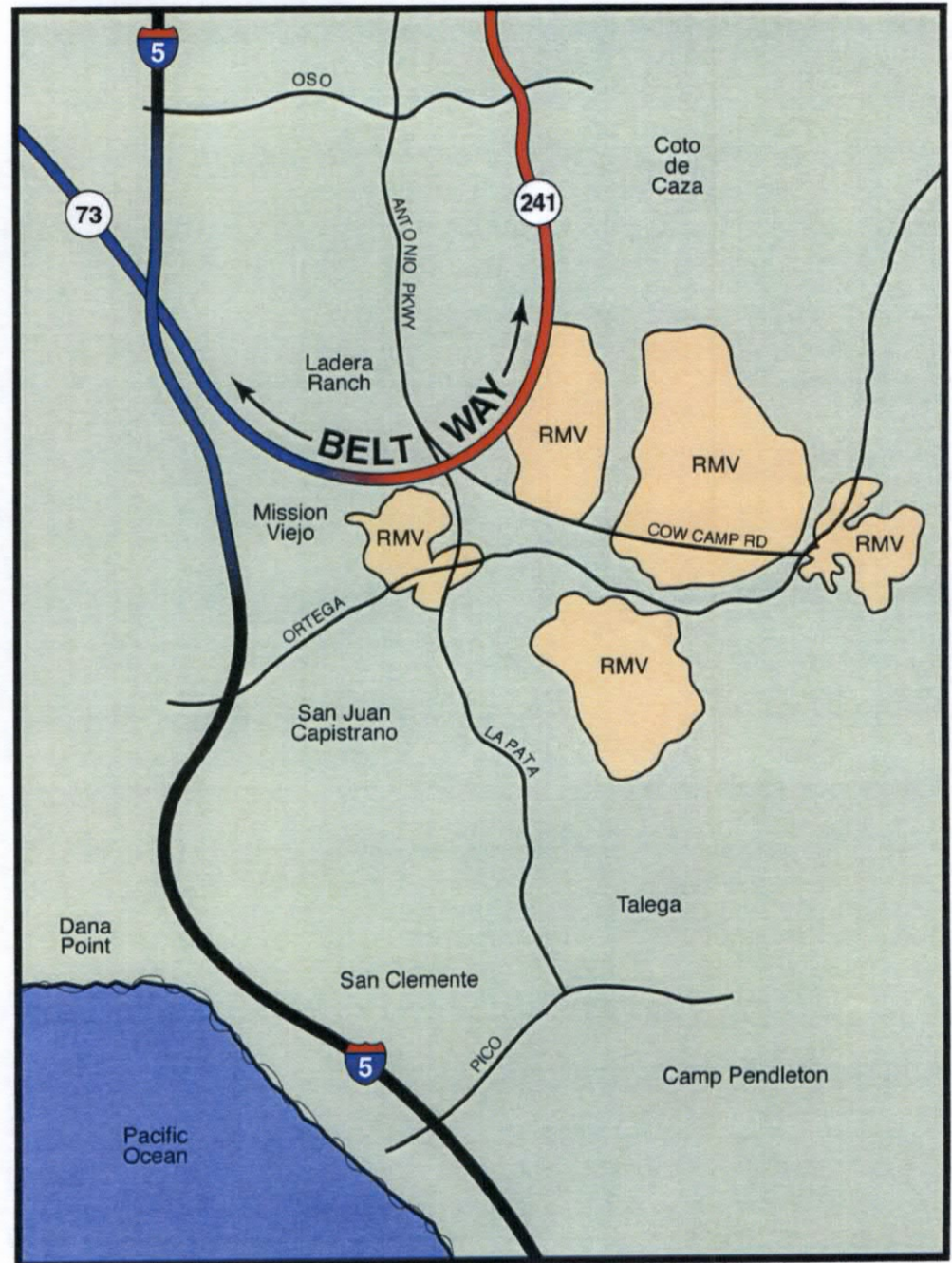
- It would connect SDO County with Yorba Linda and the region's most congested rush hour freeway, the 91...
- via a route *longer than the I-5!*



## Introducing the OC Beltway.

- Rancho Santa Margarita, Mission Viejo, Ladera Ranch, and future Rancho Mission Viejo connect directly with John Wayne Airport, Irvine, and Costa Mesa
- *Synergy*: toll payers on the 241 would become toll payers on the 73
- Foothill residents get their own superhighway to the I-5 and 405
- Peak demand on Crown Valley, Oso, and La Paz would be greatly reduced
- OC residents can circle from Tustin to San Juan Capistrano via the 133 or Jamboree and *never touch a freeway!*
- Our freeway traffic is reduced

## THE OC BELTWAY - THE SMART CONNECTION







- 2025: traffic will increase by 39%
- 4 more lanes on the I-5 increases capacity by 50%
- Improving the I-5 **provides a higher level of service** for regional *and* local traffic than building 241 South
- We'll have to improve the 5 anyway. Let's start now.
- **No private property needs to be taken**, the current alignment is wide enough for 4 more lanes.



**WILD HERITAGE PLANNERS**

**JACK EIDT**

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January 12, 2006

Transportation Corridor Agencies  
125 Pacifica, Suite 100  
Irvine, CA 92618

**RE: FOOTHILL-SOUTH SR 241 EXTENSION – EIS-SEIR DE-CERTIFICATION**

Wild Heritage Planners (WHP), a coalition of environmentalists and urban planners in Orange County has envisioned a Smart Growth Alternative that completes the Foothill-South Toll Road system and saves the San Mateo Campground and Trestles Beach. We recommend that the Final EIS-SEIR **not be certified** until it evaluates what we are calling the 241/73 Beltway Connection Alternative. We assert that this would be the least environmentally damaging practicable alternative, proving superior to the chosen A7-FEC-M Alignment that would bisect the sensitive habitat of the Donna O'Neill Land Conservancy and obliterate San Onofre State Park. State Parks must remain inviolable. The Interstate 5 must be widened immediately, free from all Non-Compete Agreements. As well, arterial improvements to Avenida La Pata and Ortega Highway must be undertaken immediately to service local and regional traffic for the coming decades.

**Looming Gridlock from Rancho Mission Viejo.** Rancho Mission Viejo's (RMV) Master Plan calls for 14,000 homes and almost 5 million square feet of commercial development. As proposed, their County-approved traffic plan would dump thousands of peak hour trips onto arterial streets in San Juan Capistrano, Mission Viejo, and Ladera, significantly increasing already congested thoroughfares like Ortega Highway and Crown Valley Parkway.

Unfortunately, the final chosen alternative from the EIS/SEIR does not deal with the significant increase in peak hour vehicular trips heading toward employment centers in Newport Beach, Long Beach, and Santa Ana. Instead, the alignment runs between Camp Pendleton and Yorba Linda, far from South County commute destinations. As well, the SEIR Alternatives Analysis fails to suggest a practicable alternative that is in any way "least environmentally damaging." For this reason, WHP demands that the Final SEIR **not be certified**.

RMV needs a **dedicated access road** that would bring the more than 40,000 new residents off existing city streets to their places of employment to the north and west. The 241/73 Beltway Extension Alternative would be the necessary traffic relief for a more urbanized South Orange County.

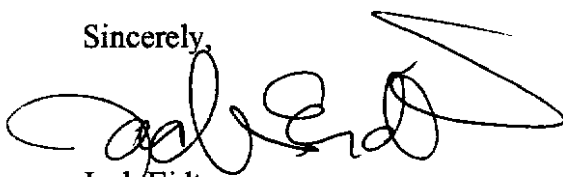
**A Circular System of Toll Roads – THE OC BELTWAY.** WHP envisions turning the entire toll road system that includes State Routes 241, 261, 133, and 73, into a generally circular “beltway” connecting the Newport-Costa Mesa-Irvine area and the Riverside County line with South County. This means the last stretch necessary is to extend the FTC-South from Oso Parkway near Coto de Caza to where the San Joaquin Hills (73) meets Interstate 5 near Avery Parkway in Mission Viejo – **the 241/73 Beltway Connection**. Through use of tunnels and bridges, impacts to existing properties near Avery Parkway in Mission Viejo could be minimized.

**Free the I-5 From the Non-Compete Clause.** The Arterial Improvements Plus Alternative could be slightly revised to upgrade local thoroughfares and widen the I-5, providing a superior level of service while avoiding sensitive habitats and parkland. High Occupancy Toll (HOT) lanes could be added instead of High Occupancy Vehicle (HOV) lanes, providing a significant source of revenue to offset costs of widening. Through design modifications, projected displacements could be minimized to almost zero.

**The Smart Growth Alternative.** The imperative of Smart Growth calls for aligning roads and infrastructure with new housing and commercial-employment areas, while preserving precious wilderness and aquatic resources in large habitat blocks. Part of the rationale for the toll road route through the San Mateo Creek watershed was to facilitate development of those hills. After the environmental settlement with RMV significantly reduced housing and shopping centers planned, a new transportation facility is no longer needed.

With the OC Beltway and a widened I-5, future transportation mobility through South Orange County will be assured, while saving our precious San Onofre State Beach and the San Mateo Watershed. Any Environmental Impact Report must investigate all practicable alternatives, and the FTC-South DEIS-SEIR has been shown as woefully deficient in this regard. Please deny this project as proposed and act fast to preserve the quality of life for South Orange County residents and the last remaining wild public beach in Southern California.

Sincerely,



Jack Eidt  
Director of Planning  
Wild Heritage Planners

## **Why a Beltway in South Orange County**

As a single purpose agency the TCA has focused on toll road alignments as their answer to South Orange County's traffic problems. In their sole purpose of creating toll roads they've grossly over exaggerated the negative impacts improving the I-5 would have on existing South County communities - and have failed to look at other innovative, modern, realistic, smart traffic solutions.

Today, myself and my associates, after 5 years of digesting the 241 South Extension possibility, after studying - and living South County commuting - having lived through TCA's merger wars - we feel it our citizen duty to not only protest what many outside the TCA feel to be a seriously flawed and out dated traffic plan - a toll road to Trestles, but to offer what we imagine to be, a better solution - a true alternative to the 241 south extension - we've labeled it "The Beltway." Connecting the 241 and the 73 at the I-5 in one smooth flowing synergistic loop. Tying the 73 and the 241 together - at I-5.

Our Beltway Model brings the 241 south extension - south, as does the TCA model - south through the new RMV development, but there it curves gracefully west, to connect smoothly into the 73 toll road. In our Beltway model, the 241-south, never crosses south of Ortega Highway. Why? Because traffic south of Ortega Highway is more efficiently served by a Caltrans improved I-5 - but - TCA's Non Compete Agreement holds San Clemente's portion of I-5 hostage. Just as the 91 was held hostage by Non Compete Agreements. Every highway expert in this room knows - improving I-5 from Pendleton to Las Rambles, roughly 7-miles, takes no homes, requires no double decking, and if completed according to Caltrans Master Plan would in fact relieve future north-south traffic to a far greater degree than a needless, unaffordable toll road through wilderness and state park.

Simply put - a toll road south of Ortega Highway - is the wrong place to resolve South County's looming traffic snafu - because, as OCTA has lectured us all, the 500 pound traffic gorilla in South County comes from the east and west - from the Inland Empire, Riverside and Los Angeles County - now add in 14,000 more homes at the intersection of Ortega Highway and Antonio Parkway, and 4,000 more homes at the intersection of the 241-north and Silverado Canyon in the city of Orange - and Irvine Co's new development at the 91 and the 241 north - knowing all the while few if any of these 75,000 new OC commuters will be driving to work in San Diego - rather they'll be commuting in and around South County, to John Wayne Airport, Newport, Costa Mesa, Irvine, Mission Viejo, San Clemente, etc - our Beltway Plan works to where we've been lectured, the problems exist.

The smart solution - stop this wrong way road to Trestles and look seriously at our Beltway model. Get rid of the non-compete zones so we can fix one of America's major arteries - the I-5 "Once and for ALL," and get our county traffic moving in the right direction by putting roads where they're needed most - not where we thought they should be 25 long years ago. It's a new day. We need a 21st Century Traffic Plan. The Beltway is the Better Road to keep us 'all' moving in the right direction.

Here're four reasons, toll roads are BAD for transportation in Orange County:

**Number One.**-- Toll roads are designed to CREATE congestion on our freeways.

Your Non Compete Agreements are intended to dissuade Caltrans and all public agencies from improving traffic on South County roads. They raise the cost of improvements by imposing fines-- which you call "compensation--" for working on the I-5. You hold the I-5 hostage and we, county taxpayers, will have to ransom the right to improve it.

This is exactly what happened on the 91 toll lanes: Orange County had to BUY OUT the owner, to widen the freeway.

Only a cynic could call what you do transportation planning

**Number Two.**-- The 241 extension is irrelevant for regional traffic.

Say you need a heart bypass. It cost \$20-thousand. You go to your doctor, and he says, "Uh... I can't do a bypass, but I've got a better idea. I'll run an artery from you left foot to your left hand instead. And I'll charge you \$40-thousand. Trust me. You'll love it!"

That's exactly what TCA wants to do. Run a road from San Onofre to Yorba Linda. When the biggest problem we face in South County is traffic on the I-5. The absurdity is obvious to ANYone who can read a map.

I'm not saying no one will ever drive it. This is California and someone will ALWAYS drive on ANYthing we pave. But we don't build superhighways for a tiny minority. At lease, not 'til the TCA came along.

**Number Three.**-- TCA has co-opted transportation planning in Orange County for its own selfish reasons.

A single purpose agency, it exists only to build its toll roads. These were California state routes which, in the 1980s, were only lines on a map.

At that time, state, county, and city officials could meet and set priorities for any and all of those lines. Not any more. TCA has leveraged itself atop the pyramid.

You lobby from city councils all the way to Washington. And despite claims to be privately funded, you've bagged millions of our Federal HIGHWAY dollars. Money that COULD have gone into our freeways. And you've extract millions more, from local home buyers and businesses in so-called "impact fees." Money that SHOULD be going into our ARTERIAL highways.

TCA can't offer any REAL alternatives to you roads because you don't WANT alternatives to exist.

**Number Four.**-- I believe the toll roads' financial morass will WORSEN if the 241 is extended. County taxpayers need to understand the financial obligations to which you have committed US. You've never made that clear.

### **Introducing The Beltway**

*Connecting-up the 73 and 241 toll roads at I-5.*

The Smart Alternative to paving a needless toll road south of Ortega Highway to Trestles.

**Getting traffic moving through South County** - South County's looming traffic snafu is an east-west problem. Not north-south as advertised by the TCA in their rush to pour miles of concrete where it's not needed, south of Ortega Hwy. In wilderness.

**Connecting the 241 and the 73 in Mission Viejo** – at I-5 eases south-county's east-west commute-conundrum by offering OC's foothill communities a direct route to Irvine, Costa Mesa and John Wayne Airport,

**The Beltway (73/241 joined) creates a perfect south-county traffic loop.**

With improvements to Jamboree and Laguna Canyon Road now complete, residents could circle OC from Tustin to San Juan Capistrano and never touch a freeway!

**Putting roads where they're needed!!!** Thousands live in OC's eastern foothill communities;

Rancho Santa Margarita, Ladera Ranch, Mission Viejo, and will soon be joined by 40,000

new residents of Rancho Mission Viejo's 14,000 home development east of Mission Viejo –

all commuting east-to-west.

**But TCA's wishful 241-south extension – heads north and south. Why???**

Old ideas die hard. History: TCA maps were drawn-up in the 80's and 90's when county “leaders” were *banking* on El Toro Airport financially anchoring OC's toll road triangle.

**Coincidence or Plan?:** El Toro Airport was to be finished in 2020, the same year OC's toll road Bonds reached maturity. Remember, the airport was a slam-dunk. Just like TCA claims a toll road to Trestles is a slam dunk now – going on 20 years now?

Times and highway requirements change. It's a new day. Traffic in South County today is running in new ways.

**The Beltway – re-purposing a failing toll road asset.**

The Beltway is the logical “re-purposing” of a flummoxed 241 and 73 toll road plan by offering commuters, passing through South County a necessary east/west 'seamless' corridor.

**The Beltway brings financial benefits to a revenue-strapped TCA.**

Financially troubled, the 73 and the 241 would reap increased revenues because drivers would flow

nonstop from one toll road to the other. A level of traffic *synergy* not possible with any other plan.

**Traffic-connectivity is key to maintaining traffic flow - and harmony - at the TCA.**

OC's toll road “network” is run by two competing Boards of Directors – one for the 73

and one for the 241. Together they make up the acrimonious TCA – OC's divided-house of toll road-dysfunction describes the Transportation Corridors Agency.

**The Beltway marries the 2 toll roads, and the 2 battling-TCA Boards – putting a stop to TCA's ongoing *War of The Roads* divorce proceedings.**

**The Beltway Plan (marriage) is overdue – and not a new idea.**

The County Master Plan of Arterial Highways-- cited by TCA to justify their projects - originally scribed an eastward-extension at Avery Parkway right about the time TCA had their toll road epiphany and zap! - the Avery-extension mysteriously disappeared from all maps. Hmm.

The Beltway redraws that *Smart* traffic connection.

It would:

- \* have a multilane extension of the 241, built parallel to the original Avery Parkway route.
- \* connect the 241 with the 73 at I-5.
- \* be tunneled, trenched, or bridged to minimize local impacts
- \* work perfectly with new roads already approved between Rancho Mission Viejo and San Juan Capistrano
- \* link to Ortega Hwy - intersect Antonio Pkwy - serve Ladera, Mission Viejo, and Rancho Santa Margarita.

**The Beltway's 241 south-extension *never* crosses south of Ortega Highway.**

No need to. What is needed - county leaders must take the shackles off OC's freeway-traffic by dumping

TCA's Non-Compete Agreement like they did in the 91 Buy-Back so we can fix San Clemente's portion of I-5, eliminating the need for a toll road south of Ortega Hwy.

**The Non-Compete Agreement - OC's Traffic Nightmare Scenario**

In 1993 OC politicians forced Caltrans to sign the *Non-Compete Agreements* which:

- \* prohibits Caltrans from improving freeways within 5 miles of a toll way if – such improvements lure drivers from a toll way.
- \* requires Caltrans to pay TCA - compensation for “lost” tolls if Caltrans improves a freeway anyway.
- \* requires Caltrans to use all of its influence, with the public, and with local agencies, to support TCA's toll way dreams - and to dissuade others from improving roads within the 5-mile *Non-Compete zone*.

**Who owns toll roads -** When TCA completes a toll way, it becomes the property of the State of California, maintained by Caltrans, and patrolled by the CHP.

**Who pays – You do.** You pay for both Caltrans and CHP service.

**Why do we pay tolls to use roads “we” own?** Because costs to design and build the roads aren't

(supposedly) paid for with your tax dollars. The money is raised through bonds - sold to investors with

the promise of making a profit on their investment. **The 73's toll road bonds are currently junk-status.**

*Non-Compete Agreements* are supposed to guarantee bondholders their due.

As an OC driver you have a choice - pay to use the toll ways - or drive the freeway.

The worse the freeway - the more likely you are to pay the toll.

EXCEPT!!! (welcome to toll road Catch-22) TCA's **Congestion-Management** model prices you off

toll roads during peak traffic hours - by setting sky-high tolls.

**Unhappy Result:** we have toll roads we pay for but can't use.

If we do pay the toll - we're paying twice.

Once in taxes and again at the tollbooth, as we sit stalled on a freeway we also-pay-for but

are legislated from fixing because of TCA's *Non-Compete Agreement*. Phew.

**There's No Good Road Around TCA's Evil *Non-Compete Agreements*.**

OCTA found this out in wanting to improve Safety & Flow on the 91. To do it they had to buy-back the 91 Toll Lanes?

At 4-times the cost of construction (a brief 4 years prior, from its French owners, who still manage it) *with \$\$\$millions*

*of your tax dollars!!!* just to add freeway lanes.

Obviously TCA doesn't care if I-5 needs improvements to make it Safer & Flow

(Caltrans has the plans ready to go),

even when I-5 improvements move more traffic - more efficiently - with less frustration - **you will pay - the TCA.**

**Why can't we just dump the ridiculous *Non-Competes*?**

**Sad OC-Commuter Held-Hostage tale of traffic woe:**

We pay for everything - the toll road - use it or not – and the stalled freeway the *Non-Compete* keeps you from fixing.

**Who draws up these crazy highway plans?** TCA Board members are selected and appointed, one from each OC City Council.

So except for 1 south-county city, the people you vote into office are keeping you mired in toll road/freeway commuter-hell.

Their plan for 06 and the future. - your future – is to keep doing it – to you.

**If The Beltway fits - wear it.**



A watered down version of the Beltway is being considered as a Measure M project by the Orange County Transportation Authority' (OCTA).  
Let's not settle for watered down - let's get it right - once and forever.

**If the Beltway Plan makes sense to you - spread the word.**

Forward this information to anyone driving south-county roads.

We expect opposition to the Beltway concept - Why?

Because it's based on common sense traffic solutions, not blurry old-boy politicized thinking.

**You won't read about The Beltway anywhere but here.**

TCA scoffs at any idea keeping a 241-extension from crossing south over Ortega Highway,

precisely where it's not needed.

Removing the *Non-Compete-Agreement* enables improvement of the I-5 - expediting traffic flow.

**No Homes Taken - ever:**

Research by Interstate traffic experts show a planned-for a Caltrans I-5 fix requires:

\* no double-decking

\* no taking of homes

\* would absorb twice as much expected traffic, than a \$12 one-way 241 toll road from San Onofre to the 91.

**What Can I Do?**

Tell OCTA and the TCA you support the 73 /241/I-5 Beltway Connection.

**How and Where Do I Do That?**

At your City Council – you elected them – go to a meeting – ask them these questions – watch them squirm.

**Start the Debate - now.**

**If we're all smart enough to live in South Orange County,  
why can't our traffic model be just as smart?**

**Let's get our traffic moving – now.**

**Click on [www.SaveTrestles.com](http://www.SaveTrestles.com)  
for more information**

3-21-17  
9-A

Presented by Pete van Noy  
at 3-21-17 C.C. mtg

**The Actually Preferred  
Locally Preferred Alternative  
South Orange County Major Investment Study  
October 2008**

**WILD HERITAGE  
PLANNERS**



**Fix 5  
Working  
Group**

**SAVE TRESTLES  
THE TOLL ROAD**

Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, California 92863-1584

Attention: Mr. Charlie Larwood

Members of Wild Heritage Planners (WHP), Fix 5 First Working Group, and Save Trestles appreciate the opportunity to participate in the Stakeholders Working Group for the South Orange County Major Investment Study (SOCMIS). WHP is an organization dedicated to formulating sustainable development and smart growth solutions for Southern California land use and transportation issues based in Orange County. Fix 5 First Working Group is an association of local South Orange County citizens formed to advance the optimization of the Interstate 5 Corridor first, before extending the SR 241 Foothill Toll Road. Save Trestles began as a local movement in response to the toll road expansion proposed through San Onofre State Park and the San Mateo Creek Watershed and has expanded to thousands of surfers, commuters, and environmentalists from all over the world. Save Trestles has sparked en masse showings at hearings and public meetings and untold numbers of letters to agencies demanding protection of our coastal resources by seeking more sustainable mobility solutions.

As stakeholders in the SOCMIS, we have presented a number of transportation improvements/fixes that were not included, or received reduced priority, in the Locally Preferred Alternative (LPA) put forward by OCTA. Our most significant concern is that OCTA has modeled South County 2030 traffic need based on a Master Plan of Arterial Highways (MPAH) that relies on extending the 241 toll road, already declared illegal by the California Coastal Commission, without sufficient investigation of alternative routes. Further implementation of pay-to-drive solutions invests scarce transportation dollars in insufficient, outmoded, and environmentally damaging alternatives. The TCA model has

been proven financially unsuccessful in a tanking economy, does not provide optimal comprehensive long-term traffic relief, and unnecessarily penalizes low-and moderate-income commuters.

We submit, public transit and roadway infrastructure are the engines of our economy and should be supported before committing funds and or compromising sensitive environmental resources. Focusing on extending and widening toll roads should be secondary long-term alternatives. Instead, funds must be invested to optimize the existing systems with arterial connections, widening Interstate 5, double-tracking the LOSSAN, providing more efficient inter-modal connections with Metrolink and Amtrak - *and* buying-out the toll road bonds so traffic can finally flow free throughout its 51-mile system.

Our coalition has conferred long hours with highway experts determining our Locally Preferred transportation thesis. Please consider this preferred alternative's model with the seriousness, and the urgency in which we present it to you. We thank the OCTA staff for their time, experience, and patience. Their helpful guidance has made these Locally Preferred Solutions possible.

*Jack Eidt*  
Director of Planning  
Wild Heritage Planners

*Pete van Nuys*  
Fix 5 First Working Group

*Jerry Collamer*  
Save Trestles

## **Contents**

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**Rail Transit / Feeder Service / Fixed Guideway**

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**Finishing LaPata to I-5 at Camp Pendleton**  
**Widening I-5 thru San Clemente**  
**Grand Vision for I-5 thru San Clemente**

**\*TOLL ROAD SYSTEM - Dissolve TCA, Liquidate Assets**

- "Free up" the 51-miles of existing toll roads
- Model South County freeway and arterial traffic, adjust freeway improvement costs based on diverted traffic demands and reserve those funds
- **Regarding obligations to provide transportation benefit implied by the assessment of Developer Impact fees:** fulfilled with completion of LaPata, Portola, other arterials, and the 73/I-5/241 Antonio Parkway connector / Beltway
- **Regarding obligation to Bond Holders:** TCA bonds are Non-Recourse.
- Bondholders must be satisfied with a negotiated settlement paid for with TCA liquidated assets and transportation bond revenue.

*\* Turn to last page of this memorandum for information on recent TCA financial maneuverings indicating a looming insolvency.*

**ARTERIAL SYSTEM**

- Prioritize MPAH improvements to maximize parallel freeway and toll ways
- **Extend SR-241** as a 4-lane expressway (non-toll) from Oso Pkwy to Crown Valley – *see illustrations*
- **Portola Pkwy** - complete to **6-lanes** in each direction
- **La Pata**, complete to **6-lanes** in each direction from Antonio Pkwy to **Cristianitos Rd** – *see illustrations*
- **The Beltway - 73/ I-5/ 241 expressway** built through to connect with
- Cow Camp Rd / RMV – *see illustrations*
- Upgrade **Oso Pkwy** from I-5 to Antonio Pkwy
- Upgrade **Crown Valley Pkwy** from I-5 to **SR-241 expressway**

**FREEWAY SYSTEM** – *see illustrations / Grand Vision*

- **Re-align I-5, straighten and level, through a tunnel from Mendocino to 1/4-mile south of Pico**
- **San Clemente interchange modifications:**
  - 1.) **Eliminate Ave. Presidio, Ave. Palizada interchanges**
  - 2.) **Downtown traffic from Pico and El Camino Real routed onto Ole Hansen Blvd. built in the old freeway easement above ground; optimize grade with street levels**
  - 3.) **Costs of this improvement paid for through development of land “recovered” in the freeway alignment**
- **Elevated I-5 grade at Pico, reduces need for truck climbing-lane to Vista Hermosa**
- **Add 1 GP lane in each direction on the I-5 from PCH to San Diego County Line**
- **Add 1 HOV lane in each direction from Stonehill to San Diego County Line**

### **BUS TRANSIT / INTERMODAL FACILITIES**

- Community Based Services: expanded **Inter-City “mini routes” from rail station hubs**, based on regional travel needs, smaller vehicles running at greater frequency
- **Go Local “mini routes” within cities, branded livery** to reflect cities they serve
- All local service equipped to carry bicycles

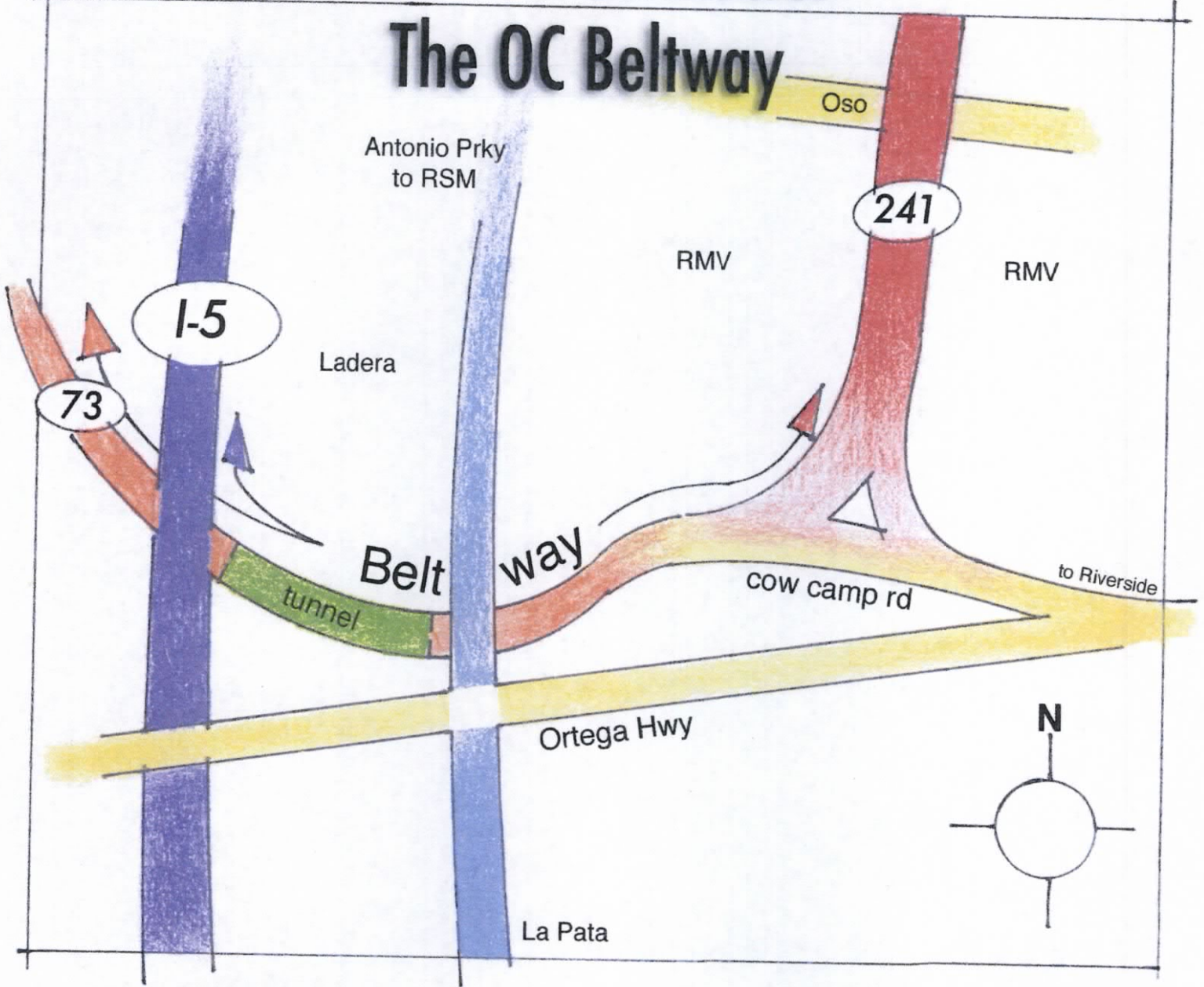
### **RAIL TRANSIT / FEEDER SERVICE / FIXED GUIDEWAY**

- **Bicycle Car on each Metrolink train** per CalTrain model to encourage personal intermodal solutions
- Double track LOSSAN under the I-5 **from San Onofre** south of Basilone Rd. to San Juan Capistrano – *see illustration*
- **New station at Pico** with expanded parking on what is now Pico Plaza/ USPO site – *see illustration*
- **Single track “removed”** on the old alignment from San Onofre to North Beach
- Single-track service **between North Beach and San Juan Capistrano maintained** to serve beach goers and tourists, with additional platforms at Capistrano and Doheny St. Park; schedule and equipment appropriate for “tourist line.” Establish **Multi-use “Rail Trail”** from North Beach to Doheny St. Park
- 'Rail Trail' would connect with San Clemente's already established 'Coastal Trail'
- **North Beach/SJC ROW acquired from SCRRA**

## **Illustrations**

# 73-241-I-5 Connector

## The OC Beltway



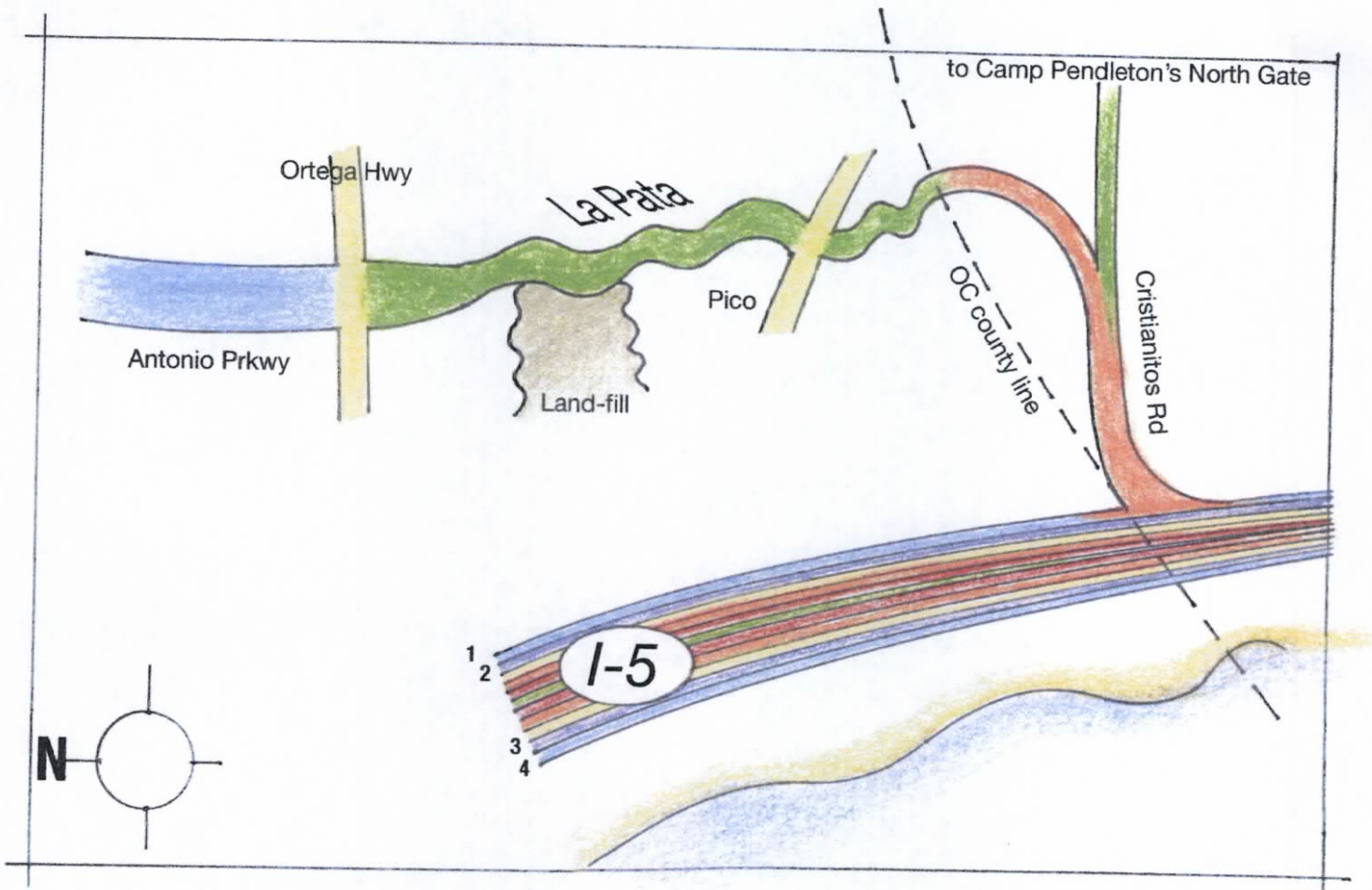
The 241, completed thru the proposed RMV development flows seamlessly into the 73. The OC Beltway, tunneled from view in vicinity of the Hunt Club development ties into I-5 at Avery Prky. This is the long awaited east-west South County nexus of freeway, toll road and arterial - protects Ortega Hwy from east-west commute traffic by offering attractive commute alternatives.

With a completed La Pata to San Clemente, then to I-5 at Camp Pendleton, a 241 extension, modeled south of Ortega becomes superfluous.



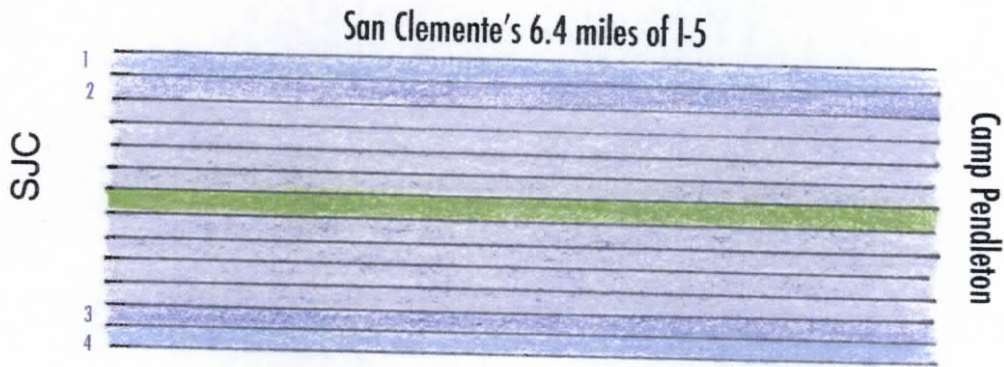
# Finishing La Pata

Finishing LaPata from Ortega Hwy to Camp Pendleton  
utilizing existing Cristianitos Rd. to connect to I-5  
at San Clemente / Pendleton border



A completed La Pata: Ortega Hwy to I-5, is the Smart north-south, South County arterial east of I-5. Comparable in number of lanes to the proposed 241-extension, a completed La Pata is the expedient, smart answer, countering TCA concerns regarding SONGS disaster evacuation route, etc. A route mostly complete, can be finished at a fraction of the cost, and time, of the ballooning \$Billion-plus 241-extension. And would serve the same purpose for foothill residence, San Clemente to Mission Viejo and beyond to RSM. Finishing La Pata as pictured here, along with adding the 4-additional lanes to I-5, and creating the Beltway further north on I-5 is a win, win, win for South County, eliminating TCA's excuse to pave through San Mateo Watershed to San Onofre.

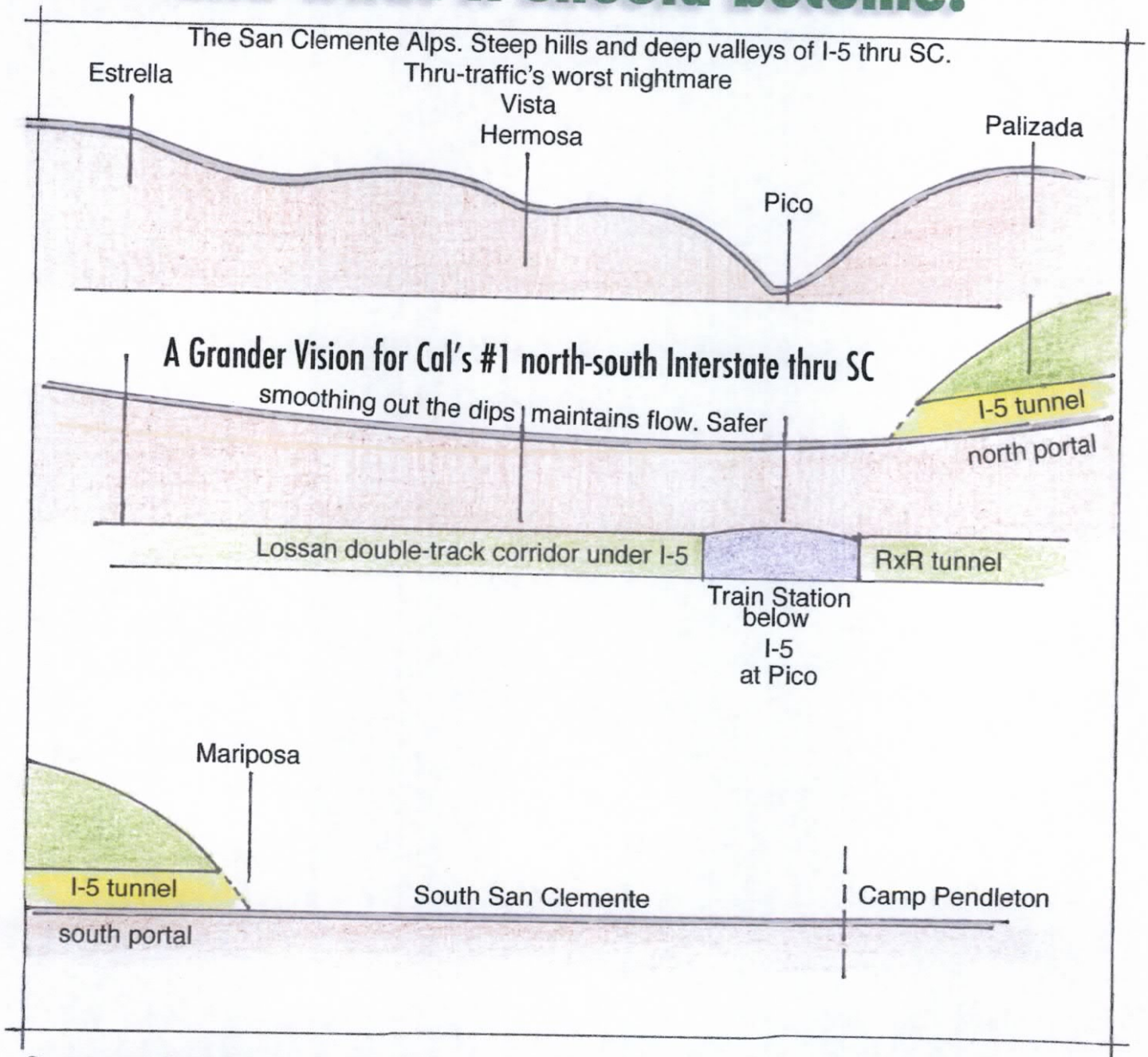
# Adding 4 lanes thru San Clemente



Adding additional lanes to I-5 thru San Clemente is already called for. We're recommending adding two each way - coincides with OCTA's model, but we're recommending "Do it Now!"

Utilizing Contact Sensitive Engineering, knowing that I-5's original footprint / width, thru SC is plenty wide enough, 4-lanes, border to border (SJC to Camp Pendleton) eliminates any excuse for a Trestles toll road. Finishing LaPata to I-5, and creating the Beltway at Avery, absolutely erases TCA's quest for a 241-extension south of Ortega Hwy.

# I-5 thru San Clemente. What it is today and what it should become.



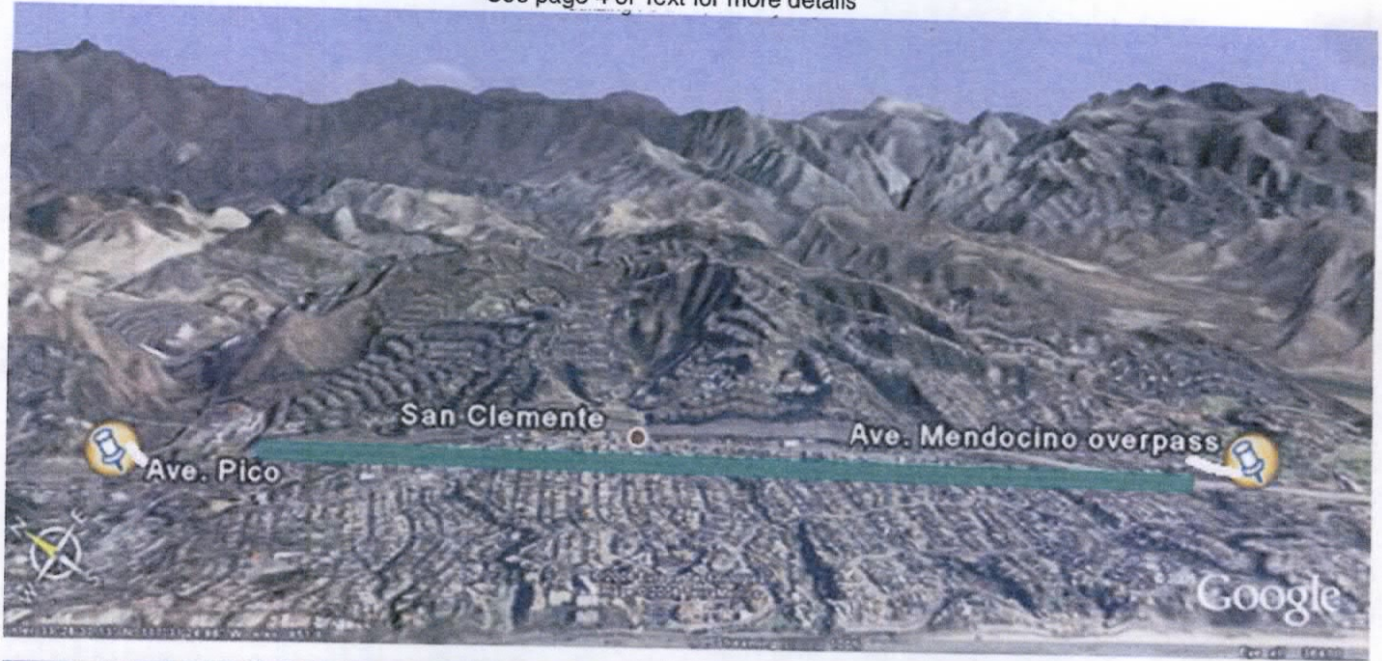
**Concept:** Simply put - reclaim Land taken by Caltrans when I-5 was paved thru San Clemente. Most asked local question, "Why'd they pave it right thru town?" Answer: Let's take it back via a 1 1/4 mile Cut & Cover tunnel from Palizada in the north, to Mariposa in the south. Lossan plans to double track under I-5, with a station at Pico - perfect opportunity to regain acres of lost ocean view-property and fix the radically bad Pico to Estrella grades / hills and valleys while creating a motherlode of taxable, saleable, city property in the \$Billions. And - kill I-5's freeway noise. Perfect!

Note - SC's section of I-5 is the only section of OC's I-5 never to be improved.

### **I-5's Grand Vision thru San Clemente**

A straight line, cut & cover / tunneling of I-5 reclaims lost SC view property once and for all Fixing I-5 to the benefit of commuter traffic and to the city.

See page 4 of Text for more details



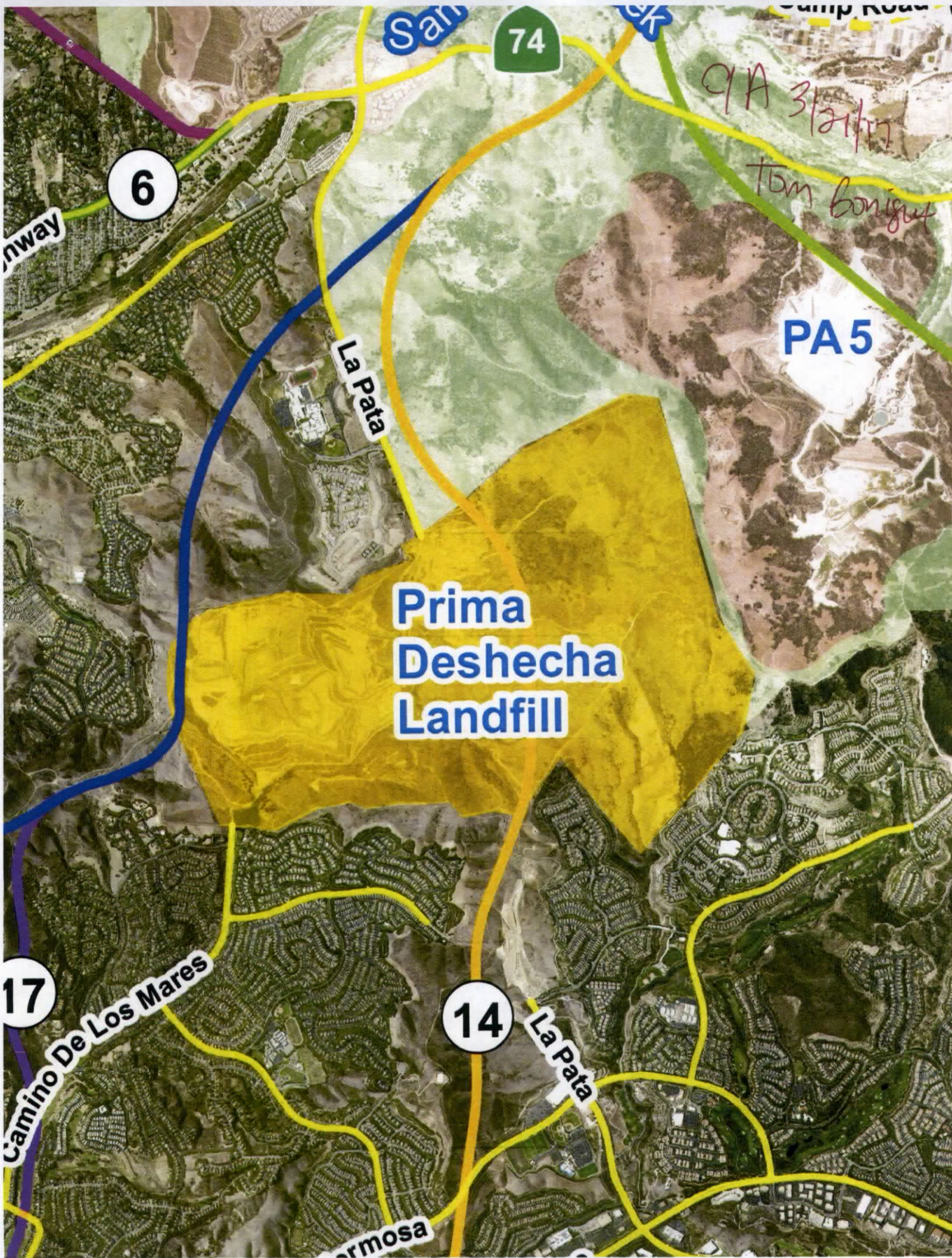
## **TCA's Looming Insolvency?**

Regarding opposition to TCA's TIFIA Loan Request

TCA's recent request for a TIFIA loan in the amount of \$1.1-Billion underscores our concerns about the on-going misguided actions of this Agency's boards.

Despite claims of solvency, our research suggests that - even before the current U.S. financial crisis - TCA has been consistently unable to meet bond obligations of either the San Joaquin or Foothill bonds with toll revenues. They have been using funds intended for construction to shore up their failed business model. Application for the TIFIA loan is a thinly veiled attempt to 1.) unify their often rancorous boards under one agency, 2.) refinance that new agency, and 3.) provide some semblance of Federal backing of debts to which TCA alone is now obligated.

Approval of TCA's application seems unlikely. Before the agency's bankruptcy brings disgrace to Orange County and further complicates transportation planning, we urge county leaders to take proactive measures to dissolve TCA.



**Prima  
Deshecha  
Landfill**

6

74

La Pata

PA5

91A 3/24/17  
Tom Bonigut

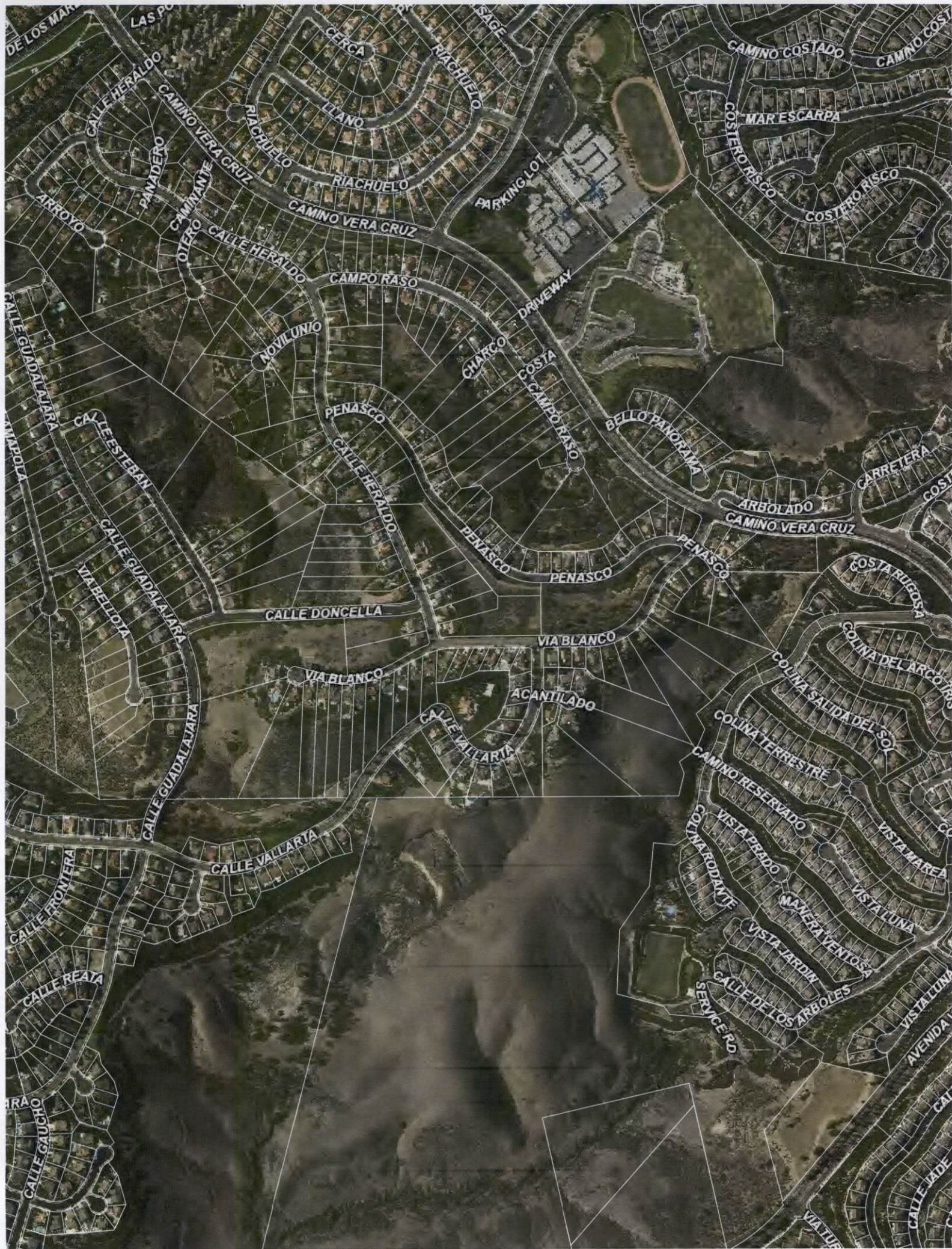
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Camino De Los Mares

14

La Pata

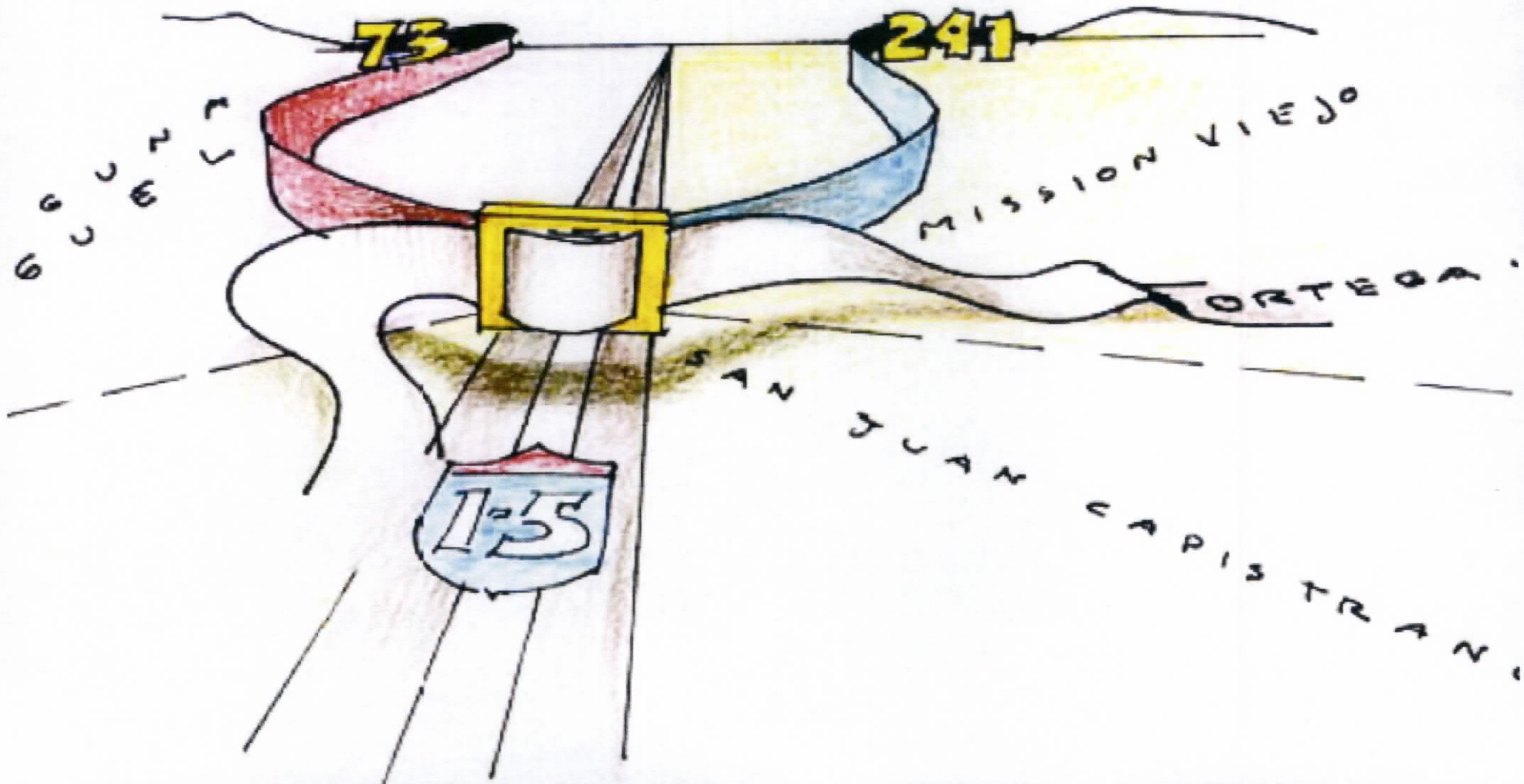
armosa



DE LOS MAR  
LAS PO  
CERCA  
RIACHUELO  
SAGE  
CAMINO COSTADO  
CAMINO COST  
CALLE HERALDO  
CAMINO VERA CRUZ  
RIACHUELO  
LIANO  
RIACHUELO  
MAR ESCARPA  
COSTERO RISCO  
COSTERO RISCO  
ARROYO  
PANDERO  
CAMIVANTE  
CALLE HERALDO  
CAMINO VERA CRUZ  
PARKING LOT  
DRIVEWAY  
CALLE GUADALAJARA  
CAMPO RASO  
NOVIUNIO  
CHARGO  
COSTA  
CALLE HERALDO  
PENASCO  
BELLO PANORAMA  
CARRETERA  
COSTA  
VIA BELLODIA  
CALLE ESTEBAN  
CALLE GUADALAJARA  
VIA BELLODIA  
PENASCO  
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PENASCO  
ARBOLEDADO  
CAMINO VERA CRUZ  
COSTA RIGOSA  
CALLE DONCELLA  
VIA BLANCO  
VIA BLANCO  
ACANTILADO  
COLINA DEL ARCOIRIS  
COLINA SALIDA DEL SOL  
COLINA TERRESTRE  
COLINA MAREA  
CALLE VALLARTA  
CAMINO RESERVADO  
VISTA PREDO  
VISTA LUNA  
CALLE FRONTERA  
CALLE REATA  
CALLE VALLARTA  
VIA BLANCO  
CALLE VALLARTA  
VISTA JARDIN  
MANERA VENTOSA  
CALLE DE LOS ARBOLES  
VISTA LUNA  
CALLE GAUCHO  
CALLE GAUCHO  
VIA TUR  
CALLE VIDE  
CALLE VIDE

Pete Van Nuys  
9A 3/21/17

# The OC Beltway





## Introducing the OC Beltway.

- Rancho Santa Margarita, Mission Viejo, Ladera Ranch, and future Rancho Mission Viejo connect directly with John Wayne Airport, Irvine, and Costa Mesa
- *Synergy*: toll payers on the 241 would become toll payers on the 73
- Foothill residents get their own superhighway to the I-5 and 405
- Peak demand on Crown Valley, Oso, and La Paz would be greatly reduced
- OC residents can circle from Tustin to San Juan Capistrano via the 133 or Jamboree and *never touch a freeway!*
- Our freeway traffic is reduced

## THE OC BELTWAY - THE SMART CONNECTION

