

FOR IMMEDIATE RELEASE

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**TOLL ROAD AGENCY ANNOUNCES \$100 MILLION OFFER
TO CALIFORNIA STATE PARKS**

IRVINE, Calif. (September 28, 2007) -- An offer of \$100 million to fund improvements to the California State Parks System including funds to extend the lease at San Onofre State Beach Park and Trestles Beach was unanimously approved today by the Foothill/Eastern Transportation Corridor Agency Board of Directors as part of plans to extend the 241 Toll Road.

The \$100 million, a sum equal to one-fourth of the annual California State Parks operating budget, is proposed to be used to:

- Fund the extension of the lease at San Onofre State Beach Park and Trestles. The lease expires in 14 years and the current lease arrangement of \$1 for 50 years will not be possible under current federal law. Today leases on federal property must be negotiated based on fair market value (\$70 million estimated).
- Fund the construction of new or improved camping facilities at San Onofre State Beach Park, restoration of the historic cottages at Crystal Cove State Park, construct new campgrounds in Crystal Cove State Park, or fund the development of other coastal camping resources as determined by the California State Parks and Recreation Department (\$20 million estimated).
- Provide \$10 million to fund restoration of 150 acres of Coastal Sage Scrub habitat in Crystal Cove State Park.



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This offer represents the most recent element in more than two decades of comprehensive environmental planning and analysis undertaken by the Agency to balance the needs of motorists, the military, the environment, and local neighborhoods, and will provide significant traffic relief to Interstate 5.

“By providing funds to pay for extending the lease at San Onofre State Beach Park and Trestles, millions of Californian’s will continue to enjoy these coastal resources,” said Lance MacLean, Chairman of the Foothill/Eastern Transportation Corridor Agency. “This represents a historic infusion of funds to California’s beaches and parks.”

The proposal was developed after seriously looking at the fact that San Onofre State Beach is not owned by the State of California. It is leased from Marine Corps Camp Pendleton. The lease, in which the state originally paid \$1 for 50, years will expire in 14 years. Federal law has changed and a fair market value will have to be negotiated for extension of the lease once it expires.

The concept has been briefed to the Department of the Navy and U.S. Marine Corps for their awareness.

“State Park officials have repeatedly expressed the desire to add campsites in coastal areas; this proposal will provide millions of dollars specifically for that purpose,” MacLean said. “With the proposed funding, existing camping areas at San Onofre State Beach Park could be improved, new coastal camp sites could be built, or the historic cottages at Crystal Cove State Park could be restored.”

According to Crystal Cove Alliance, which manages the properties, the Crystal Cove Historic District needs \$22 million to complete the restoration of historic cottages, as well as to build an Outdoor Educational Commons, including a museum and other visitor serving facilities.



“This offer is serious and significant. Most importantly it meets the mission of our Agency to improve mobility in a way that is sensitive to the environment,” said MacLean.

Completion of the 241 Toll Road

The Foothill/Eastern Transportation Corridor Agency is responsible for the planning, design, construction and operation of the 241 Toll Road. The final 16 miles of the toll road, called Foothill-South, is the final piece in Orange County’s planned 67-mile toll road network. The project has been the subject of regional planning efforts for more than 20 years.

A conceptual highway alignment, then named the Foothill Transportation Corridor, was placed on Orange County’s Master Plan of Arterial Highways in 1981. The highway was identified to alleviate anticipated traffic demand from new housing developments in south and east Orange County and as a regional highway alternative to the I-5 Freeway between San Diego and Los Angeles counties.

TCA and other state and federal agencies have analyzed dozens of alternatives during the 20-year environmental review process. A decision on a preferred alternative was made by the Foothill/Eastern Board of Directors in February 2006. The chosen alignment balances the needs of the traveling public, while providing the most environmentally sensitive road possible. Through years of unprecedented planning, the alignment maximizes open space and wildlife connectivity, avoids sensitive habitat areas and takes no homes or businesses. Completing the 241 Toll Road will provide a free-flowing alternative to I-5, improve public safety, and reduce traffic on the I-5 freeway and city streets.

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