 <p>The Community Foundation Serving Riverside and San Bernardino Counties</p>	<p align="center">S.L. Gimbel Foundation Fund Grant Evaluation Form</p>
<p>Grant Period:</p>	<p align="center">July 2011 – June 2012</p>

Organization: Natural Resources Defense Council

Contact Name: Spencer Campbell

Title: Lead Development Associate

Phone Number: 310-434-2300

Grant Period: July 2011 – June 2012

Award Amount: \$10,000

Grant Number:

- Describe the project's key outcomes and results based on your goals and objectives. Provide the number of clients served and other relevant statistics.

Protecting San Onofre State Beach

Over the past year, the fight to protect San Onofre State Beach in south Orange County from a destructive toll road has remained one of the top priorities of the Southern California Ecosystems Project. Despite the fact that the California Coastal Commission and U.S. Secretary of Commerce both rejected the Transportation Corridor Agency's (TCA) 16-mile Foothill-South Toll Road in 2008, the TCA announced an audacious plan in October, 2011, to proceed with building the first five-mile segment of the road.

After three years promising to find an alternative with a realistic chance of approval and, ultimately, of addressing traffic congestion in southern Orange County, the TCA is proposing instead to build five miles of the same rejected alignment – from Oso Parkway south to just north of Ortega Highway – while continuing to defer any decision on how that segment will ultimately reach its intended terminus at the I-5.

Unfortunately, rather than cure the violations of law originally identified by state and federal regulatory agencies, the latest proposal compounds them by "segmenting" the project in order to avoid consideration of the devastating environmental impacts that doomed the full alignment project three years ago. Instead of eliminating or mitigating those impacts, the TCA proposed that regulatory agencies ignore them and focus instead only on five miles of the 16 mile right-of-way, leaving for a later day – after the five miles have been built – any regulatory review of the full project alignment.

Under a long line of state and federal legal precedent, this approach constitutes an illegal segmentation of the project that will have the inevitable effect of prejudicing any later consideration of additional segments. Moreover, this violation is in no way mitigated by the TCA's claim that it hasn't yet decided on where the alignment will run from Ortega Highway to the I-5.

To make matters worse, the TCA intends to fund this latest scheme through tolls based on an astonishing prediction of 41,000 average daily trips along the four-mile segment in the year 2035. What the factual basis may be for this estimate along this single section is uncertain – the TCA has not revealed its sources– but it may have more to do with the amount the TCA's

The grant helped support salaries and benefits for three staff members: Joel Reynolds, Director of Southern California Ecosystems; Damon Nagami, Staff Attorney; Lauren Packard, Program Assistant. The grant also helped with discretionary funds such as travel, printing, and consultants. See attached for further detail.

- ❖ Please send copies of publicity and other promotional materials.
- ❖ All variances or time extensions must be approved by The Community Foundation's Grant Committee. Please contact us at 951-684-4194, ext. 114 immediately if a variance or extension becomes necessary.

Please return the completed form to:

Celia Cudiamat, Vice President of Grant Programs
3700 Sixth St., Suite 200, Riverside, CA 92501 or fax to 951-684-1911
Or email to: ccudiamat@thecommunityfoundation.net



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Transit agency approves steps toward 241 extension

The four-mile segment would cost about \$206 million and stretch from Oso Parkway to just north of Ortega Highway.

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By CHRIS BOUCLY / THE ORANGE COUNTY REGISTER

IRVINE – Toll road officials on Thursday cleared the way for initial work to extend the 241 toll road four miles south to San Juan Capistrano.

The Foothill/Eastern Transportation Corridor Agency board voted to spend \$744,049 to bring environmental analyses up to date, obtain permits, identify final costs and develop a financial strategy to build the extension, which would stretch from Oso Parkway to just north of Ortega Highway. The estimated cost of the segment is about \$205.7 million, with \$3.9 million to be spent in the next year on initial work.



This aerial view looking south shows the terminus of the 241 toll road at Oso Parkway.

PHOTO BY JEBB HARRIS, THE ORANGE COUNTY REGISTER

The four-mile segment proposal comes three years after a proposed 16-mile extension of the 241 from Oso to the I-5 – part of a regional traffic management plan – was killed in 2008 by the state Coastal Commission. The Toll Corridor Agencies appealed to the U.S. Commerce secretary, but the commission denial was upheld in December 2008.

The Commerce Department decision noted the extension was not consistent with the objectives of the state's coastal management program and that an available and reasonable alternative known as the La Pata alignment exists that is consistent with the coastal management program.

Following the decision, the TCA met with project opponents and proponents to discuss completion of the 241. Based on the feedback and reviews of the coastal commission and Commerce Department decisions, the idea of constructing the project in segments was considered, according to staff reports.

The Save San Onofre coalition believes that segmentation strategy is illegal under state and federal environmental laws and not in accordance with the Coastal Commission and Commerce Department decisions on the 16-mile extension proposal.

"Under longstanding state and federal legal precedent, building the first four-mile section of the toll road constitutes an illegal segmentation of the project," said Damon Nagami, an attorney with the Natural Resources Defense Council, speaking at Thursday's meeting.

Nagami said the only purpose of the segment is to get the project so far along that other options – such as widening the I-5 and major roads to

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GRAPHIC: Map of proposed toll road route

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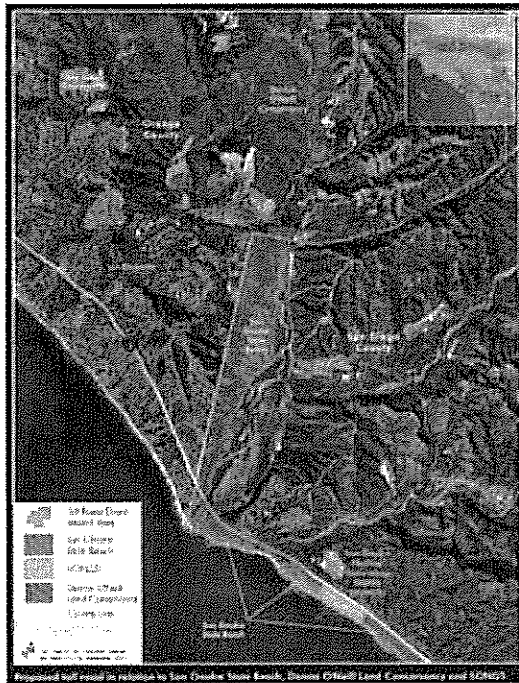
Zombie Road: Controversial San Onofre Toll Stretch Revised

TCA Board Votes To Study Adding Small Segment

Thursday, October 13, 2011

By Ed Joyce

The Transportation Corridor Agency (TCA) Board voted to move forward with a plan to build a segment of its proposed 16-mile toll road in South Orange County.



Above: This map shows the route of the proposed 16 mile toll road that would cut through San Onofre State Beach.

The agency will pay for an environmental and financial analysis of the plan to add a 4-mile stretch of the toll road.

The 16-mile toll road was rejected by the California Coastal Commission and the U.S. Commerce Department three years ago. One part of the road would have cut through San Onofre State Beach Park.

Damon Nagami is an attorney with the Natural Resources Defense Council and a member of the Save San Onofre Coalition.

"For TCA to come back and try to build this road in pieces, it's illegal, it's a bad idea and it's a waste of time and money," said Nagami. "This agency needs to focus on real transportation solutions and not try to bring back a project that's dead in the water."

Elizabeth Goldstein is president of the California State Parks Foundation.

"This is a road to nowhere," said Goldstein, speaking on behalf of the Save San Onofre Coalition. "Building this 4-mile segment is an irresponsible and fiscally unsound attempt by the TCA to pressure federal and state officials to ultimately approve a route that would destroy San Onofre State Beach and that has already been forcefully rejected. Even the Bush administration, under pressure from all the lobbyists money can buy, refused to endorse the toll road through San Onofre.

But Lisa Telles with the TCA said that since the California Coastal Commission decision, the agency has held more than 250 meetings with groups for and against the toll road.

NRDC's Southern California Ecosystems Project: Protecting State Park

June 2011-June 2012

		<u>Proposed Budget</u>	<u>S.L. Gimbel Foundation Allocation</u>
A. Salaries and Benefits			
<u>Program Staff Salaries</u>		\$ 25,454	\$ 5,000
Joel Reynolds, Director of Southern California Ecosystems			
Damon Nagami, Project Attorney			
Lindsay Seegmiller, Program Assistant			
<u>Benefits</u>	28.00%	<u>7,128</u>	<u>1,400</u>
Subtotal A:		\$ 32,582	\$ 6,400
B. Overhead and Administrative Costs			
Rent, utilities, and insurance		\$ 6,283	\$ 1,234
Telephone		283	56
Computer and Online services		1,365	268
Office supplies and postage		219	42
Reproduction		<u>44</u>	<u>-</u>
Subtotal B:		\$ 8,194	\$ 1,600
C. Additional Expenses			
Professional consulting		\$ 10,000	\$ 1,000
Printing		\$ 2,500	500
Travel		\$ 2,500	500
Subtotal C:		\$ 15,000	\$2,000
TOTAL:		\$ 55,776	\$ 10,000