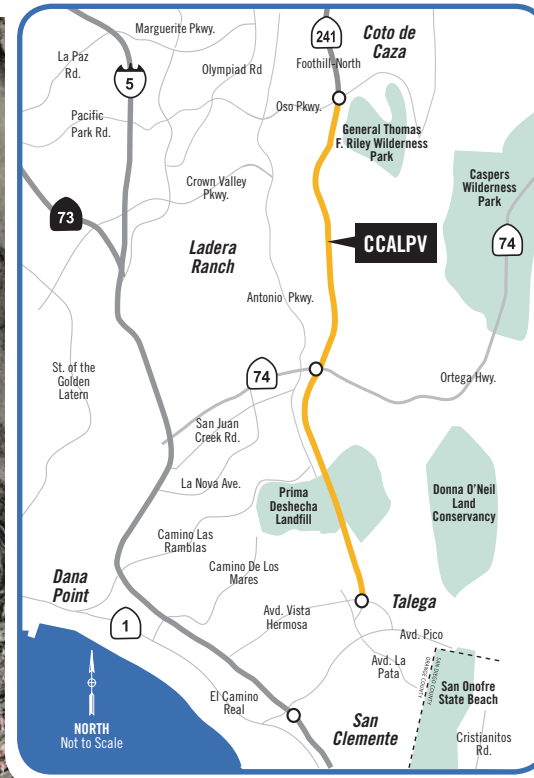
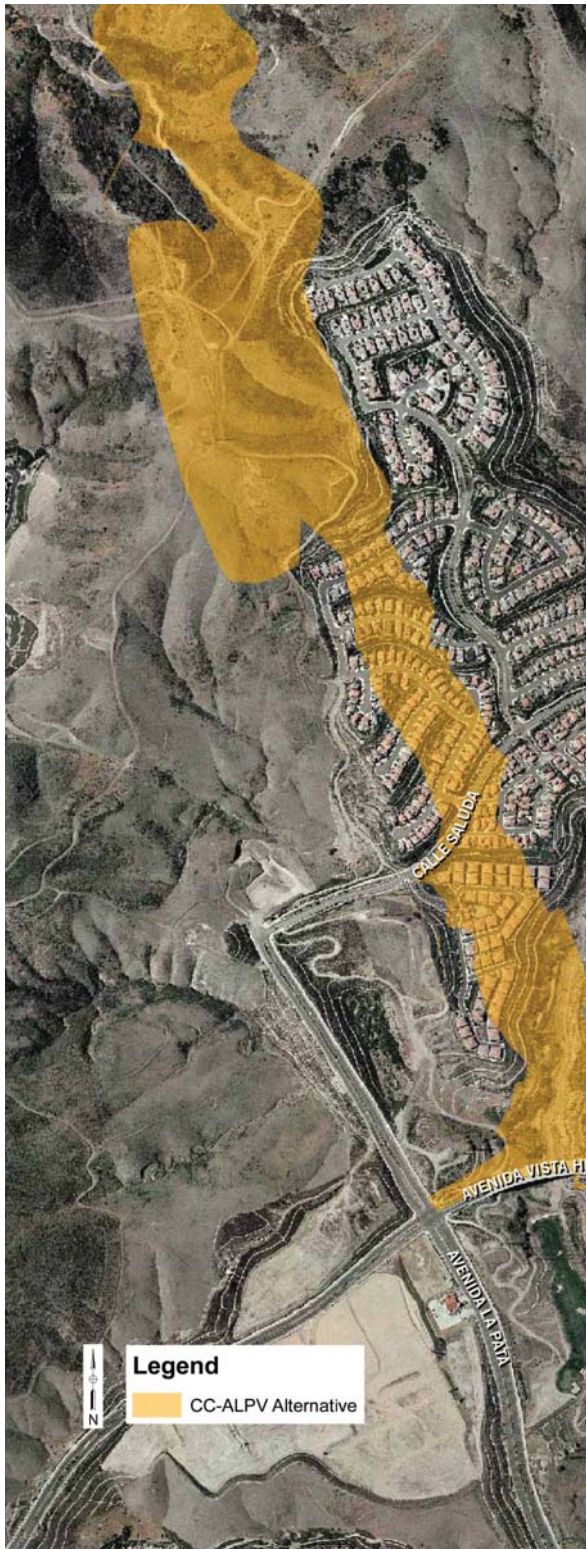


# U.S. Secretary of Commerce Suggests SR-241 End in Talega



The Secretary of Commerce rejected the preferred alignment in part because he found that there is another "available and reasonable" alignment that did not enter into the California Coastal Zone. The decision pointed to the CC-ALPV alignment, which does not directly connect to I-5 and provides limited traffic relief.

The La Pata alignment referenced in the decision would cause considerable disruption to the new community of Talega by removing approximately 310 homes. It would have twice the impact on wetlands as the preferred alignment and would result in more greenhouse gas emissions.

The La Pata alignment was one of 40 that were fully studied by a collaborative group that included the Army Corps of Engineers, the Environmental Protection Agency, U.S. Fish & Wildlife Service, Caltrans, the Federal Highway Administration and Camp Pendleton.

"This decision, however, in no way prevents TCA from adopting the alternative discussed in this decision, or other alternatives determined by the Coastal Commission to be consistent with California's program. In addition, the parties are free to agree to other alternatives, including alternatives not yet identified, or modifications to the project that are acceptable to the parties," the decision stated.

The Secretary of Commerce decision does not preclude TCA from moving forward with another alignment or refining one of the alternatives that were previously considered. Go to [www.thetollroads.com/home/pdf/TCA\\_Decision\\_opt.pdf](http://www.thetollroads.com/home/pdf/TCA_Decision_opt.pdf) to read the entire text of the decision.

The La Pata alignment highlighted in the Commerce decision (shown in Orange) would end at Avenida Vista Hermosa, several miles east of I-5. The route would require removing approximately 310 homes.