



DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, D.C. 20380-0001

IN REPLY REFER TO
11011
LFL/B-061

RECEIVED MAY 1988
THOMAS F. RILEY

JUN - 3 1988

Brigadier General Thomas F. Riley, USMC (Ret.)
Chairman, SJHTCA
Transportation Corridor Agencies
3347 Michelson Drive, Suite 450
Irvine, California 92715

178 _____
140 _____
CNS _____
CW _____

Dear General Riley:

Thank you for your letter of April 29, 1988, concerning the Foothill Corridor. I appreciate your understanding of our position on preventing major intrusions on Marine Corps Base, Camp Pendleton's operational flexibility.

While the route now proposed does not eliminate our concerns, it reflects a dramatic improvement over previous proposals and is within the realm of what we are willing to consider. As you highlighted in your letter, now is the time to discuss specifics so that serious planning may proceed without wasting effort on irrelevant proposals. However, I cannot support the serious study of only one route, since that would violate our standards for alternatives analysis in any required environmental documentation supporting such a route. At a minimum, we feel the least offensive route submitted by Camp Pendleton should be included for study so relative costs and impacts can be seriously evaluated.

To be fair and equitable to all concerned, we expect compensation for the right-of-way of the ultimate route based on what we would be required by law to provide if our roles were reversed. This would include the fair-market-value of the right-of-way, the value of any severance damage to the Base, and full mitigation of adverse environmental impacts. This position is necessary to prevent further degradation of operational flexibility and mission support capabilities.

As you know, Camp Pendleton has numerous operational requirements which we have not been able to fund over the years. A possible compensation for the loss of capability may be provision of an off-setting capability. This could take the form of additional real estate, range development, personnel support or similar mission performance assets. Consideration of these items as part of the planning process will greatly facilitate any agreement for the Foothill Corridor right-of-way.

Thank you again for your understanding of our position. I trust together we can reach a satisfactory solution for all concerned.

Sincerely,

As always, we appreciate your thoughts and support. Take care, all
Reference (a)

ATFP comment

O'Malley, Tom

From: Rannals CIV Larry D [larry.rannals@usmc.mil]
 Sent: Wednesday, March 22, 2006 7:20 PM
 To: Carretti CIV John M; Pelham LtCol Samuel P; Shelton Col Carlyle E; Stent CIV Tom N; Harkins LtCol Bill J; Norquist CIV Stanley W; Rogers CIV Edmund L; Nelson CIV Kirk J; Chase CIV Charles G; Brown, James; O'Malley, Tom; Swindle, Terry; Bopp, Paul; Endres, Mike; thornton@nossaman.com
 Cc: Day Col James A; Armas CIV Lupe E; Frazier COL Clyde; Ray CIV Tony; Thelin LtCol Richard W; Percy GS15 Ralph E; Malik LtCol John C III; Coleman Col John
 Subject: RE: TCA & CAMPEN MEETING OF 21 MARCH 06



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Gentlemen:
Re-transmitted... this time with the attachment. Sorry for the oversight the first time.

<<Untitled.PDF>>

> -----Original Message-----

> From: Rannals CIV Larry D
 > Sent: Wednesday, March 22, 2006 18:14
 > To: Carretti CIV John M; Pelham LtCol Samuel P; Shelton Col Carlyle E; Stent CIV Tom N; Harkins LtCol Bill J; Norquist CIV Stanley W; Rogers CIV Edmund L; Nelson CIV Kirk J; Chase CIV Charles G; 'Brown@sjhtca.com'; 'Omalley@sjhtca.com'; 'Swindle@sjhtca.com'; 'Bopp@sjhtca.com'; 'Endres@sjhtca.com'; 'Rthornton@nossamon.com'
 > Cc: Day Col James A; Armas CIV Lupe E; Frazier COL Clyde; Ray CIV Tony; Thelin LtCol Richard W; Percy GS15 Ralph E; Malik LtCol John C III; Coleman Col John
 > Subject: TCA & CAMPEN MEETING OF 21 MARCH 06

> All:

> To everyone who participated in yesterday's discussion meeting held between reps of the TCA and MCB CamPen, thank you. As those who were there know, this discussion centered on the TCA's planned toll road project and how the construction of certain portions of this project might potentially be coordinated with several planned CamPen mission enhancement projects in a manner that could prove beneficial to both parties. From my perspective, I believe this was a good meeting and some excellent progress was made in providing all attendees with better situational awareness of the requirements and objectives of both organizations, the TCA and CamPen. A copy of the meeting Agenda is attached to remind all of the primary topics of discussion.

> Several take-aways resulted from yesterday's meeting and are re-stated below:

- > 1. The Base CO desires that a standing CamPen team be established to include permanent members assigned from CPLO, FAC, ES, O&T, SES/PMO, & WACO for the purpose of holding continuing discussions with the TCA on any matters of joint interest associated with this toll road project (such as those discussed at yesterday's meeting). The CPLO has been designated to serve as Base lead for this CamPen team.
- > 2. The TCA and CamPen have agreed that we will continue to meet on a recurring basis, beginning with a monthly meeting basis, but increasing to a more frequent meeting schedule if required. The next scheduled meeting date for this group has now been set for Tuesday, 18 April @ 0900. We will hold the 18 April meeting in the Bldg 1160 Basement Conference Room (same location as yesterday's meeting).
- > 3. At yesterday's initial meeting, several "due-outs" were assigned to various representatives from CamPen, with agreement by all that this information would be prepared or developed and forwarded to the TCA at the earliest opportunity. Most of this additional required information will be used by the TCA to help them prepare a more detailed analysis of how their project might better interface with potential Base projects prior to the next joint meeting. The assigned "due-outs" as I recall them from

yesterday's meeting include the following:

>
> a. Determine the 3rd MAW's requirement for the amount of land space needed (how many meters wide would be necessary) to safely conduct helo external lift ops from ship to shore if such operations were permitted to take place over I-5. Or stated another way, if I-5 were to be covered with a land bridge that allowed for helo overflights to occur with external loads carried, what's the minimum width (in meters) that this covered portion of I-5 should be to ensure adequate and realistically safe operations? This task has been directed to AC/S O&T to follow-up on.

>
> b. If I-5 were to be covered with a land bridge of up to 1/4 mile in width near the southern end of Red Beach, what sort of environmental concerns would ES have for this kind of project? If I-5 were to be crossed only with a military vehicle bridge of approx 100' in width in the vicinity of Red Beach, what sort of environmental concerns would ES have? This task has been directed to > AC/S ES to follow-up on.

>
> c. Develop and provide the TCA with GIS-based environmental information which presents all layers of available environmental data for three specific areas of the Base - the Red Beach area, the Green beach area, and the San Onofre Entry Gate area. This task has been directed to AC/S ES to follow-up on.

>
> d. Provide a summary of AT/FP requirements as they apply to location and operation of the Base's entry gates. Also provide a copy of the four different concept plans which meet current AT/FP requirements and have been developed specifically as potential layouts of the San Onofre entry gate. This task has been directed to AC/S O&T (FP Officer) to follow-up on. (Note: As was directed by the Base XO, before forwarding any of these San Onofre Gate concept plans to the TCA, this information must first be previewed and briefed to the Base CO for SA and comment.)

>
> 4. Other topical matters that were addressed at yesterday's joint TCA/CampPen meeting and which are also associated with the TCA's toll road project included the following:

- > * The need for an Extended Detention Basin to be established within the San Onofre Perc Pond area for the TCA's Runoff Management Plan
- > * The need for future TCA access requirements into the State Park Lease area to conduct soil boring activities
- > * The need to set-up a meeting (to include FHWA and USFWS participation) for further discussion on a proposed Endowment Plan for future PPM enhancements

>
> I believe the above summary generally captures the essence of yesterday's joint meeting. Should there be other items of importance that I have either inadvertently omitted or potentially mischaracterized, other attendees should provide any amplifying comments as needed. Please include all addressees with any such comments or corrections.

>
> V/R
> Larry

TOMORROW'S MEETING

O'Malley, Tom

From: Rannals CIV Larry D [larry.rannals@usmc.mil]
Sent: Monday, April 17, 2006 2:41 PM
To: Brown, James; O'Malley, Tom
Cc: Pelham LtCol Samuel P
Subject: TOMORROWS MEETING

James / Tom:

FYI, here's the Agenda I put together for tomorrow's discussion meeting. Just tried to arrange topics of discussion in a logical order. Thought we'd do the San Onofre Gate discussion first; and anyone there primarily for that purpose could depart immediately afterwards. Please note I've invited a SONGS rep to participate in the discussion regarding re-construction of the Basilone Bridge.

V/R
Larry

<<TCAAGENDA.doc>>

O'Malley, Tom

From: Rannals CIV Larry D [larry.rannals@usmc.mil]
Sent: Tuesday, April 18, 2006 5:07 PM
To: Rogers CIV Edmund L; Norquist CIV Stanley W; Garcia CIV Eric B; Baumann LtCol Gary F; Pelham LtCol Samuel P; Coleman Col John; Malik LtCol John C III; Davis CIV Ross L; Brunken SSGT Robert C; Brown, James; Endres, Mike; O'Malley, Tom; Cleary-Milan, Macie; Bopp, Paul; Levario, Maria
Cc: Durrett Col William D; newtonhw@songs.sce.com
Subject: SUMMARY OF TODAY'S JOINT CPEN - TCA MEETING

*Next meeting
16 May @ 900*

All:

First, let me say thanks to all who attended today's joint meeting between the TCA and CamPen (including SONGS participation on the first topic) to continue with discussions initiated last month regarding the TCA's planned toll road project and how some aspects of this project might be coordinated with a few CamPen mission enhancement projects. A copy of today's meeting Agenda is attached for info of those who were unable to attend. The main topics of today's meeting are listed below, along with a review of the key points or take-away notes as I recall them for each topic.

Relocation & Redesign of the San Onofre Gate

- General agreement was reached on a new design plan for SO Gate
- The revised SO Gate design will include a new and better configured access route onto Toby's Rd and entrance into the San Mateo Ag Field area
- The new Toby's Rd layout will consist of a "right turn" off Basilone Road after clearing through Gate entry and a descending roadway which doubles back through a culvert underneath the Basilone Bridge exit over I-5. The culvert would be sized wide enough and tall enough to accommodate all military training vehicles.
- This revised game plan for Toby's Rd will open up even more available space that can be used to layout the entrance lanes, exit lanes & parking/search areas required for the new SO Gate design plan
- The SO Gate will incorporate 3 inbound lanes, plus a truck lane and parking/inspection area and 2 outbound lanes
- The TCA will revise the new SO Gate design plan to reflect today's agreed-upon revisions
- There could be some minor coastal sage scrub and/or archaeological issues associated with the revised SO Gate design plan, but these are not expected to be showstoppers
- While some lengthy discussion ensued with respect to the possibility of moving a new rebuilt Basilone Road bridge quite abit farther south on I-5 (as a means to enhance Base security even further by establishing a complete new location for the SO Gate south of the Exchange complex), there are prohibitive wetland obstacles that would make it extremely difficult to construct the new bridge this far south on I-5. From the SONGS or State Parks access perspective, a relocated Basilone Road bridge further south on I-5 would be beneficial and useful. From the Base's perspective however, crossing San Onofre creek would be a major obstacle and there is no easy or inexpensive solution outside of constructing a causeway type of roadway across the entire width of the floodplain.
- Despite presence of the San Onofre creek and its associated environmental issues, the Facilities dept has initiated an in-house preliminary engineering study per direction of the Base CO to determine what the requirements would be to develop a new Base access road and SO Gate relocated further south. Results of that analysis will be briefed to the CO once completed.

Green Beach Access Plan

- Current plans for construction of the 241 flyover above I-5 will allow the TCA to develop a "Green Beach" access point beneath I-5 to meet the parameters as previously discussed and desired by the Base

4/25/2006

- SUMMARY OF TODAY'S JOINT CPEN - TCA MEETING

- The location and size of this Green Beach access point will meet Base O&T requirements
- The TCA will assume environmental clearance responsibilities for all portions of this access route that fall within the associated Caltrans right-of-way
- All environmental clearance requirements for the Base's future use of this Green Beach access route along any portion of the access route located outside the Caltrans right-of-way will become CamPen's responsibility
- The TCA will prepare the "under I-5" access point per the Base's requirements, but will likely have to restore the slope area adjacent to the access road to it's original condition as existing prior to project construction. Once the Base has acquired any other clearances that may be needed for training use of the approach corridors into/out of the Green Beach access point, the Base can easily remove the re-established slope. Of if the Base can acquire all such clearances prior to the TCA's completion of construction of the flyover, the access point may be able to be left in place as is.

Red Beach Bridging Study

- It's been determined that the minimum size of any Red Beach over-crossing (of I-5 and the RR) would be a minimum of 50 meters in width; however, it's desired by the Base that this Red Beach bridging study analyze the engineering and cost differences for several over-crossing options that range in size from 50 - 500 meters in width
- The TCA believes that any over-crossings ranging from 50-100 meters in width could be constructed relatively inexpensively, with little need for ventilation requirements, etc. Over-crossings of 150 meters or larger would become exponentially more expensive due to additional safety requirements
- A key issue of ES concern with respect to construction of any over-crossing in the Red Beach area is the presence of numerous environmental obstacles; to the south side of Red Beach (the preferred location for such an over-crossing), the presence of numerous Vernal Pools on the east side of I-5 appear to be a potential showstopper. An over-crossing constructed to the north side of Red Beach would be extraordinarily expensive due to the fact that topography on this side of Red Beach is fairly flat. This topography issue, combined with the fact that I-5 and the RR are much more separated than to the south side of Red Beach, would require the over-crossing to be both longer and much more expensive to construct (probably out of a reasonable price range).
- In addition to Vernal Pools, numerous other environmental and archaeological issues exist in the vicinity of Red Beach that will make it difficult to further pursue this idea for amphibious training enhancement.
- There's a possibility, however, that other options may exist for the location of an over-crossing in the Red Beach area that could potentially minimize impacts to existing endangered species, sensitive habitat or archeo areas around Red Beach. O&T will make a site visit to the Red Beach area today in an attempt to evaluate any other potential location options in which an over-crossing might be threaded through these sensitive environmental areas.

TCA Requirement to construct an Extended Detention Basin (EDB) in the San Onofre Perc Pond area

- The Base has agreed to consider the TCA's establishment of a small EDB in the SO Perc Pond area; however approval for this TCA requirement will also require Regional Water Quality Control Board (RWQCB) agreement in addition to Base agreement because development this Perc Pond facility was mandated by the RWQCB as part of the Base's Cease & Desist orders applicable to CamPen's northern STPs.
- These SO Perc Ponds were constructed as part of previous MilCon project (P-557/559) to comply with the RWQCB's Cease & Desist Order. Any reduction in their current size to allow for TCA use will require RWQCB concurrence.
- The TCA and the Base will partner and work together to complete an updated analysis of the Base's northern Perc Pond requirements
- The TCA will pay for the study to be completed; the Base will assist by providing the TCA with copies of all previous Base studies completed as part of the P-557/559 Milcon project and copies of the applicable Cease & Desist orders associated with construction of the northern area Perc Ponds

O'Malley, Tom

From: Pelham LtCol Samuel P [samuel.pelham@usmc.mil]

Sent: Wednesday, May 17, 2006 10:18 AM

To: Rannals CIV Larry D; Rogers CIV Edmund L; Norquist CIV Stanley W; Garcia CIV Eric B; Baumann LtCol Gary F; Davis CIV Ross L; Brunken SSGT Robert C; Brown, James; Endres, Mike; O'Malley, Tom; Cleary-Milan, Macie; Bopp, Paul; Levario, Maria; Carretti CIV John M; Dowd CIV James P; Ray CIV Tony; Nelson CIV Kirk J

Cc: Durrett Col William D; Coleman Col John; Malik LtCol John C III

Subject: RE: AGENDA for 16 MAY JOINT CPEN - TCA MEETING

Thank you all for attending this morning's meeting. The following items were discussed along with amplifying notes.

SAN ONOFRE GATE RELOCATION AND RE-DESIGN

- TCA provided an updated design plan for the San O security gate which incorporated all previous criteria set forth by PMO, AT/FP, FAC, O&T reps. General consensus from Base personnel was that this would amply serve our needs with respect to force protection, vehicle inspection, and daily traffic as well as offer access by military vehicles to potential training areas within the former ag field areas.
- Design will be built on fill dirt limiting environmental concerns in this area—mitigation for coastal sage is likely but not significant.
- This design plan allows for staging and lay down of materials for new construction allowing for old structure to remain intact during initial construction phases.
- Security fencing for area has been allowed for—PMO and AT/FP need to help refine location within proposed plan.
- Additional upgrades: sidewalk located on the south-side of the roadway to extend across overpass toward old Hwy 101 and an 8' shoulder on the north-side of roadway.
- Cost of proposed TCA plan is captured within total cost of Toll Road project and is "no cost" for CamPen.
- FAC currently has a 3 Option Study looking at sites south of the current overpass (approx south of Beach Club Rd). These are being reviewed by AC/S FAC and should be out for comments by the end of this week.
- Initial concerns regarding options south of current exit are: environmental and cost. Alternate routes would likely require a large degree of in-kind services from the TCA and perhaps limit funds intended to pursue bridging options over I-5.

GREEN BEACH ACCESS PLAN

- No issues or concerns regarding this plan.
- Restoration of this area will be done at the end of the construction timeline—thought should be given by O&T as to how they envision this roadway being surfaced at the final phase (compacted dirt, gravel, etc.)

RED BEACH BRIDGING STUDY

- TCA has determined and identified an area that meets the minimum requirements set forth by the Base/3rd MAW to enable external load operations over the I-5 while potentially maintaining within in-kind service costs for the target price set forth by the ROW.
- Estimated cost for project (not official and subject to variation in construction costs, time, etc.) is \$20 Mil.
- Plan would offer: 200' wide structure (over the 50M minimum width suggested by MAW) and roughly span 300' over both RR and I-5 allowing for future expansion of both transportation corridors.

see my plan, cost est.

5/17/2006

RE: AGENDA for 16 MAY JOINT CPEN - TCA MEETING

- X • O&T and E/S need to study proposed location for feasibility of structure to enhance training opportunities and likelihood of environmental mitigations.
- TCA study now in holding pattern awaiting further guidance from Base.
- ? • Estimated cost of having to move location north grows exponentially (triple the cost) due to fill dirt costs, increased expansion length, environmental mitigations. *need to see realistic \$ numbers data.*

SAN ONOFRE PERC PONDS

- FAC formerly provided design specs on perc ponds to TCA.
- TCA requests access to additional information from FAC regarding calculations--original engineers (Nolte) to be contacted by FAC regarding information requested.
- TCA would like to evaluate calculations set forth by the Water Control Board that determined initial requirements for CamPen ponds.
- ✓ • TCA proposes to initiate a new study on perc ponds--initial thought is that existing ponds might have "over" capacity. If so, possible land might be recaptured for use by CamPen while permitting TCA to receive approval for use of existing ponds. Study would require future testing and permits to execute.

PPM MITIGATION

- Draft Management plan in work at TCA
- Distribution of EIS to FWS and CamPen in early June
- E/S POC is Bill Barry and is awaiting contact from TCA to assist.

GEOTECHNICAL STUDIES

- TCA has requested to perform geotechnical borings within CamPen/State Park areas.
- Proposed plans to be reviewed and commented on by appropriate Base staff for approval--CPLO to distribute.

Questions/Comments regarding these notes can be forwarded to CPLO--725-6513

LtCol Pelham

From: Rannals CIV Larry D

Sent: Saturday, May 13, 2006 12:49

To: Rogers CIV Edmund L; Norquist CIV Stanley W; Garcia CIV Eric B; Baumann LtCol Gary F; Pelham LtCol Samuel P; Davis CIV Ross L; Brunken SSGT Robert C; Brown@sjhtca.com; Endres@sjhtca.com; Omalley@sjhtca.com; Cleary@sjhtca.com; Bopp@sjhtca.com; Levario@sjhtca.com; Carretti CIV John M

Cc: Durrett Col William D; Coleman Col John; Malik LtCol John C III

Subject: AGENDA for 16 MAY JOINT CPEN - TCA MEETING

The Agenda for our next Joint CPEN/TCA meeting scheduled for Tuesday, 16 May @ 0900 is attached and forwarded FYI. Notes from the previous meeting held on 18 April are provided below as a reminder on topics discussed and actions assigned at that last meeting. Unless you hear otherwise, the location of next Tuesday's meeting will be in the Basement Conference Room of Bldg 1160.

5/17/2006

V/R
Larry

<< File: TCAMEETING.doc >>

From: Rannals CIV Larry D

Sent: Tuesday, April 18, 2006 17:07

To: Rogers CIV Edmund L; Norquist CIV Stanley W; Garcia CIV Eric B; Baumann LtCol Gary F; Pelham LtCol Samuel P; Coleman Col John; Malk LtCol John C III; Davis CIV Ross L; Brunken SSGT Robert C; 'Brown@sjhtca.com'; 'Endres@sjhtca.com'; 'Omalley@sjhtca.com'; 'Cleary@sjhtca.com'; 'Bopp@sjhtca.com'; 'Levario@sjhtca.com'

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5/17/2006

RE: AGENDA for 16 MAY JOINT CPEN - TCA MEETING

access point beneath I-5 to meet the parameters as previously discussed and desired by the Base

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- These SO Perc Ponds were constructed as part of previous MilCon project (P-557/559) to comply with the RWQCB's Cease & Desist Order. Any reduction in their current size to allow for TCA use will require RWQCB concurrence.
- The TCA and the Base will partner and work together to complete an updated analysis of the Base's northern Perc Pond requirements
- The TCA will pay for the study to be completed; the Base will assist by providing the TCA with copies of all previous Base studies completed as part of the P-557/559 Milcon project and copies of the applicable

- Cease & Desist orders associated with construction of the northern area Perc Ponds
- The general objective of this updated Perc Pond study effort is to seek RWQCB approval to reduce the overall required size of the Base's northern Perc Ponds; this would provide more latitude to the Base for different land uses and an ability for the TCA to acquire the needed EDB area required (approx 1 acre) to support the runoff management plan for the 241 toll road project.
 - Establishment of an EDB at this location will greatly improve the condition of water quality currently draining into the San Mateo and San Onofre creeks, as it will capture all runoff from approx 2 miles of I-5 currently not being captured or treated by anything

Discussion on the potential for the TCA to perform work projects for the Base in advance of receiving a DoN R-O-W Easement

- At the last joint TCA/CampPen meeting some brief discussion was held on the potential for the TCA to perform some of the associated project work (related to the projects discussed above) in advance of receiving a DoN Easement for construction of the toll road project on CampPen. The thinking at the previous meeting was that it might be beneficial to the Base to have some of this work effort accomplished early-on, with credits for this work being given to the TCA and taken as an advance against the FMV fee the TCA will ultimately pay to DoN for a right-of-way easement.
- Research by attorneys at WACO has revealed that it would be illegal and inappropriate to pursue any such TCA work in advance. Further, it would also require SECNAV level approval in advance to pursue any such action prior to the DoN's granting of a R-O-W easement.
- The recommendation by WACO is that the Base not pursue any effort to achieve some TCA-provided work in advance, as had been previously discussed.
- The TCA's previously agreed-to Red Beach Bridging Study and the TCA's Perc Pond Study (as discussed at today's meeting) is not considered applicable to this "work in advance" issue, and have been determined by WACO as appropriate and legal to complete these studies in advance of the DoN's granting of the R-O-W Easement.

NEXT MEETING DATE

- The next meeting date to continue discussion on these issues has been set for **16 May @ 0900**.

I believe the above summary generally captures the essence of today's joint meeting. Should there be any items that I have either inadvertently omitted or potentially mischaracterized, attendees should feel free to provide amplifying comments as needed. Please include all other addressees with any such comments or corrections.

V/R
Larry

NOTES FROM TODAY'S TCA MEETING - 26 JULY

O'Malley, Tom

From: Rannals GS-15 Larry D [larry.rannals@usmc.mil]
Sent: Wednesday, July 26, 2006 6:30 PM
To: Baumann LtCol Gary F; Carretti GS13 John M; Ray GS13 Tony; Thelin GS14 Richard W; Berry CIV William H; Brown, James; Endres, Mike; O'Malley, Tom; Cleary-Milan, Macie; Bopp, Paul; Levario, Maria; Parsons Maj Breven C
Cc: Pelham LtCol Samuel P; Nelson GS14 Kirk J; Durrett Col William D; Malik LtCol John C III; Ringvelski Maj Benjamin S; Brunken SSGT Robert C; Alvarez CIV Manuel A; Davis GS12 Ross L; Rogers CIV Edmund L
Subject: NOTES FROM TODAY'S TCA MEETING - 26 JULY

All:

Thanks for your attendance and participation in today's 4th monthly meeting between the TCA and Base staff to review several actions associated with the TCA's Toll Road project, and which have the potential to bring both training enhancements and security improvements to CampPen. Provided below is a summary of the Agenda topics discussed at today's meeting, including key points of agreement reached, issues still to be resolved, and other pertinent matters as they pertain to these Agenda topics.

SAN ONOFRE GATE REDESIGN & RELOCATION PLAN

- Today's meeting was used to confirm that we have reached final and complete agreement between the Base and the TCA on the conceptual design and way ahead for the San Onofre Gate redesign/relocation plan that would be implemented in conjunction with construction of the TCA's toll road project. Both parties agree that the plan is now good-to-go and all previous Base design issues have been satisfactorily addressed in this most current San Onofre Gate design plan.
- The TCA has provided Base Public Works with copies of the most current and agreed-upon design plan for the San Onofre Gate. Only some minor finishing details such as type of gutter & curb work to be constructed, type fencing to be installed, etc., etc., need be determined from this point forward. Those kinds of detailed finishing issues are minor matters and will be readdressed at the appropriate future point in time when construction of the toll road project becomes more of a certainty.
- It was reaffirmed at today's meeting that this proposed action for redesign/relocation of the San Onofre Gate will be included and addressed in the Final EIS document, but the specific process for how this will be accomplished is still to be worked out.
- Based on the fact that a final San Onofre Gate redesign/relocation plan has now been developed to the satisfaction of both parties, like the Green Beach access plan, this topic will no longer be carried forward as an Agenda item on future Base/TCA monthly meetings.

UPDATE ON STATUS OF THE RED BEACH BRIDGING STUDY

- The TCA provided Base reps with an update report on the Red Beach Bridging Study. Quite a bit of additional analysis has been accomplished by the TCA since the last (June) meeting
- Copies of preliminary concept plans for two separate bridging locations (as requested by the Base) were presented and discussed by the TCA. The proposed concept plans for both bridging locations are similar. The land bridge in both cases would be approx 300' wide by 313' long, with a 20' of clearance over I-5 and the RR tracks.
- A key point of the TCA's analysis thus far has been the determination that this kind of a project is both engineeringly feasible and fiscally practical. At this preliminary stage of the analysis, it's estimated that this size of a land bridge over I-5 and the RR could be constructed at a cost of approx \$20 million or close to the expected FMV amount recently appraised as the value for a right-of-way easement on CampPen for construction of the toll road. As long as the bridge width can remain at a distance of less than 400', construction costs should remain reasonable. Costs would rise dramatically for any proposed I-5 over crossings of 400' or greater in width, due to the Caltrans requirement for ventilation facilities to be added

7/27/2006

- (which are triggered when over crossings reach the 400' width range).
- Environmental costs have not been figured into the \$20 million estimate for construction of this sized land bridge.
- The TCA expects that they will need to do some further, more detailed analysis (to include the performance of some onsite geotech boring requirements) in order to better nail down the estimated cost for construction of this land bridge facility.
- The proposed design for this land bridge facility is one that can easily be expanded in length if there is a need or operational requirement to do so and more funding can be acquired to support such future bridge enhancements.
- A suggestion was made by O&T that it may be prudent for this Red Beach bridge analysis to also include an analysis of the bridge's capability to absorb the potential impact occurring from the drop of an external helo lift load being ferried overhead the bridge structure. Will the bridge be able to safely and structurally withstand such an incident, especially when helo external load weights can be as high as 15K lbs or more? The TCA has agreed to add this element into their overall analysis effort, but will require the Base to provide some specific parameters on actual external lift flight operations. The Base (O&T) has agreed to provide the TCA with such information, i.e., more precise criteria regarding the altitude (AGL) and external load weight factors associated with helo external lift operations.
- As has been the understanding to date by all parties, this Red Beach bridging project (unlike the Green Beach access point & the San Onofre Gate redesign/relocation plan) is outside the scope of the TCA's toll road project. Should the Base command desire to move forward with this project, it would be executed on a separate development track and not tied to construction of the toll road.

EXTENDED DETENTION BASIN (PERC POND) DOCUMENTATION REQUIREMENT

- Additional historical documentation information was provided at today's meeting to the TCA, in order to assist the TCA in gaining an understanding of how the San Onofre Perc Ponds were originally sized and developed to meet Regional Water Quality Control Board (RWQCB) standards at the time of their construction.
- The TCA has additionally been coordinating with the original Base consultants who developed this Perc Pond sizing data to acquire other historical documentation that the Base has not been able to provide. The TCA is extremely pleased with the cooperation they have received thus far from both the Base and the Base's consultants in this attempt to acquire the required historical data and a good insight into how these Ponds were originally planned and sized.
- The TCA will continue to pursue the gathering of as much additional data as may be needed to support their desired goal, which is to develop the appropriate documentation needed to justify why the San Onofre Perc Ponds can be reduced in size and still meet RWQCB requirements.
- It may be necessary for the TCA to conduct some onsite testing activities at these Perc Ponds to better evaluate their permeability and percolation capabilities; if this step is necessary, the TCA would request Base cooperation to allow such tests to be completed.

UPDATE ON STATUS OF THE PPM MANAGEMENT PLAN

- TCA has completed a first draft of the proposed PPM Management Plan. Copies of this draft plan were delivered today to both ES and WACO for review and comment. Copies are also being simultaneously provided to the USFWS and the FHWA for their review/comment as well.
- It's been agreed that CamPen comments on the Draft PPM Management Plan will be returned to the TCA by NLT 31 August.
- During discussion of this Agenda item, a question was raised on status of the draft USFWS letter submitted to CamPen for review/comment several weeks ago. This is the USFWS letter that will state, in the event the PPM Management Plan should ultimately fail to be successful, CamPen will not be held accountable. Neither ES or WACO (which both chopped on the draft letter when it was previously circulated to Base for review/comment) were aware of its status. ES has agreed to research this matter with USFWS and inform all ASAP.

STATUS OF THE BASE'S REVIEW OF TCA'S GEOTECH BORING PLAN REQUEST

- ES has now completed their review of the TCA's Geotechnical Boring Plan. No major issues were reported with respect to this ES review effort. A few of the TCA's proposed category "A" boring sites have been determined by ES to be more appropriately designated as category "B" sites, but there were just a few sites found to be in this category during the ES review.
- ES plans to provide a formal response back to the TCA regarding the geotech boring request by no later than the end of this week.

GENERAL WRAP-UP ITEMS

-  Once we have a little more definition on the final recommended game plan for (1) the Green Beach access plan, (2) the San Onofre Gate redesign/relocation plan, (3) the Perc Pond size reduction plan, and (4) the Red Beach Bridging Study, a status Brief jointly attended by the TCA will be prepared and provided to the Base CO to update him of the status on each of these items and to seek further command guidance on the way ahead. Current forecast is for such a Brief to occur possibly in Sept or Oct.
- **Next Joint TCA/CampPen meeting is scheduled for 29 August @ 0900 at same location.**

I believe the above summary generally captures the essence of today's joint meeting. Should there be any items that I have either inadvertently omitted or potentially mischaracterized, attendees should feel free to provide amplifying comments as needed. Please include all other addressees with any such comments or corrections.

V/R
Larry

From: Rannals GS-15 Larry D

Sent: Tuesday, July 25, 2006 8:17

To: Baumann LtCol Gary F; Brunken SSGT Robert C; Carrett GS13 John M; Ray GS13 Tony; Alvarez CIV Manuel A; Davls GS12 Ross L; Thelin GS14 Richard W; Berry CIV William H; Rogers CIV Edmund L; Norquist CIV Stanley W; 'Brown@sjhtca.com'; 'Endres@sjhtca.com'; 'Omalley@sjhtca.com'; 'Cleary@sjhtca.com'; 'Bopp@sjhtca.com'; 'Levario@sjhtca.com'

Cc: Pelham LtCol Samuel P; Nelson GS14 Kirk J; Durrett Col William D; Malik LtCol John C III; Ringvelski Maj Benjamin S

Subject: AGENDA FOR THE JULY TCA/CAMPEN MEETING

Ladies & Gentlemen:

Attached FYI is the Agenda for this month's joint TCA/CampPen meeting to be held on Wednesday, 26 July @ 0900. We'll be meeting in the Conference Room in the basement of Bldg 1160 (same location as the June meeting). Also provided below is a re-transmission of the notes/minutes from our June meeting, provided again just as a reminder for all. Please review these notes and discussion items from last month's meeting prior to Wednesday's meeting. As you'll probably recall, there were a number of follow-on actions and commitments made/agreed-to at the June meeting by certain reps on behalf of both the TCA and the Base. For those who have committed to follow-up on these various action items, it's requested that an update be provided on status of these actions at Wednesday's meeting.

V/R
Larry

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7/27/2006

NOTES FROM TODAY'S TCA MEETING - 26 JULY

AGENDA FOR TCA / CAMPEN MEETING - 29 AUGUST

O'Malley, Tom

From: Rannals GS-15 Larry D [larry.rannals@usmc.mil]
Sent: Friday, August 25, 2006 2:10 PM
To: Baumann LtCol Gary F; Carretti GS13 John M; Ray GS13 Tony; Thelin GS14 Richard W; Berry GS-13 William H; Brown, James; Endres, Mike; O'Malley, Tom; Cleary-Milan, Macie; Bopp, Paul; Levario, Maria; Thornton, Rob
Cc: Pelham LtCol Samuel P; Nelson GS14 Kirk J; Durrett Col William D; Malik LtCol John C III; Ringvelski Maj Benjamin S; Brunken SSGT Robert C; Davis GS12 Ross L; Rogers GS15 Edmund L; Norquist GS14 Stanley W
Subject: AGENDA FOR TCA / CAMPEN MEETING - 29 AUGUST

Ladies & Gentlemen:

Attached FYI is the Agenda for this month's joint TCA/CampPen meeting to be held next week on Tuesday, 29 Aug @ 0900. I have reserved the Base CO's Conference Room (on the upper deck of Bldg 1160) for this meeting; but if it should become unavailable, we'll meet in the Basement Conference Room of Bldg 1160 (same location as the July meeting). Provided below FYI is a re-transmission of the minutes from the July meeting - as a reminder for all of the topics discussed, commitments made, and issues still remaining to be resolved. Please review the minutes from our last meeting and come prepared to re-engage on those topical issues where updates may be required from your respective areas of interest. As a reminder for ES and WACO, your formal review comments on the Draft PPM Management Plan are due back to the TCA NLT 31 Aug.

V/R
 Larry

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From: Rannals GS-15 Larry D
Sent: Wednesday, July 26, 2006 18:30
To: Baumann LtCol Gary F; Carretti GS13 John M; Ray GS13 Tony; Thelin GS14 Richard W; Berry CIV William H; 'Brown@sjhtca.com'; 'Endres@sjhtca.com'; 'Omalley@sjhtca.com'; 'Cleary@sjhtca.com'; 'Bopp@sjhtca.com'; 'Levario@sjhtca.com'; Parsons Maj Breven C
Cc: Pelham LtCol Samuel P; Nelson GS14 Kirk J; Durrett Col William D; Malik LtCol John C III; Ringvelski Maj Benjamin S; Brunken SSGT Robert C; Alvarez CIV Manuel A; Davis GS12 Ross L; Rogers CIV Edmund L
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All:

Thanks for your attendance and participation in today's 4th monthly meeting between the TCA and Base staff to review several actions associated with the TCA's Toll Road project, and which have the potential to bring both training enhancements and security improvements to CampPen. Provided below is a summary of the Agenda topics discussed at today's meeting, including key points of agreement reached, issues still to be resolved, and other pertinent matters as they pertain to these Agenda topics.

SAN ONOFRE GATE REDESIGN & RELOCATION PLAN

- Today's meeting was used to confirm that we have reached final and complete agreement between the Base and the TCA on the conceptual design and way ahead for the San Onofre Gate redesign/relocation plan that would be implemented in conjunction with construction of the TCA's toll road project. Both parties agree that the plan is now good-to-go and all previous Base design issues have been satisfactorily addressed in this most current San Onofre Gate design plan.

8/28/2006

- The TCA has provided Base Public Works with copies of the most current and agreed-upon design plan for the San Onofre Gate. Only some minor finishing details such as type of gutter & curb work to be constructed, type fencing to be installed, etc., etc., need be determined from this point forward. Those kinds of detailed finishing issues are minor matters and will be readdressed at the appropriate future point in time when construction of the toll road project becomes more of a certainty.
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UPDATE ON STATUS OF THE RED BEACH BRIDGING STUDY

- The TCA provided Base reps with an update report on the Red Beach Bridging Study. Quite a bit of additional analysis has been accomplished by the TCA since the last (June) meeting.
- Copies of preliminary concept plans for two separate bridging locations (as requested by the Base) were presented and discussed by the TCA. The proposed concept plans for both bridging locations are similar. The land bridge in both cases would be approx 300' wide by 313' long, with a 20' of clearance over I-5 and the RR tracks.
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- The TCA expects that they will need to do some further, more detailed analysis (to include the performance of some onsite geotech boring requirements) in order to better nail down the estimated cost for construction of this land bridge facility.
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AGENDA FOR TCA / CAMPEN MEETING - 29 AUGUST

- The TCA has additionally been coordinating with the original Base consultants who developed this Perc Pond sizing data to acquire other historical documentation that the Base has not been able to provide. The TCA is extremely pleased with the cooperation they have received thus far from both the Base and the Base's consultants in this attempt to acquire the required historical data and a good insight into how these Ponds were originally planned and sized.
- The TCA will continue to pursue the gathering of as much additional data as may be needed to support their desired goal, which is to develop the appropriate documentation needed to justify why the San Onofre Perc Ponds can be reduced in size and still meet RWQCB requirements.
- It may be necessary for the TCA to conduct some onsite testing activities at these Perc Ponds to better evaluate their permeability and percolation capabilities; if this step is necessary, the TCA would request Base cooperation to allow such tests to be completed.

UPDATE ON STATUS OF THE PPM MANAGEMENT PLAN

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- It's been agreed that CamPen comments on the Draft PPM Management Plan will be returned to the TCA by NLT 31 August.
- During discussion of this Agenda item, a question was raised on status of the draft USFWS letter submitted to CamPen for review/comment several weeks ago. This is the USFWS letter that will state, in the event the PPM Management Plan should ultimately fail to be successful, CamPen will not be held accountable. Neither ES or WACO (which both chopped on the draft letter when it was previously circulated to Base for review/comment) were aware of its status. ES has agreed to research this matter with USFWS and inform all ASAP.

STATUS OF THE BASE'S REVIEW OF TCA'S GEOTECH BORING PLAN REQUEST

- ES has now completed their review of the TCA's Geotechnical Boring Plan. No major issues were reported with respect to this ES review effort. A few of the TCA's proposed category "A" boring sites have been determined by ES to be more appropriately designated as category "B" sites, but there were just a few sites found to be in this category during the ES review.
- ES plans to provide a formal response back to the TCA regarding the geotech boring request by no later than the end of this week.

GENERAL WRAP-UP ITEMS

- Once we have a little more definition on the final recommended game plan for (1) the Green Beach access plan, (2) the San Onofre Gate redesign/relocation plan, (3) the Perc Pond size reduction plan, and (4) the Red Beach Bridging Study, a status Brief jointly attended by the TCA will be prepared and provided to the Base CO to update him of the status on each of these items and to seek further command guidance on the way ahead. Current forecast is for such a Brief to occur possibly in Sept or Oct.
- **Next Joint TCA/CamPen meeting is scheduled for 29 August @ 0900 at same location.**

I believe the above summary generally captures the essence of today's joint meeting. Should there be any items that I have either inadvertently omitted or potentially mischaracterized, attendees should feel free to provide amplifying comments as needed. Please include all other addressees with any such comments or corrections.

V/R
Larry

8/28/2006

Notes for
29 Aug
Meeting
Agenda
attached

O'Malley, Tom

From: Rannals GS-15 Larry D [larry.rannals@usmc.mil]
 Sent: Tuesday, August 29, 2006 6:25 PM
 To: Ray GS13 Tony; Berry GS-13 William H; Montoya GS12 Roy; Thelin GS14 Richard W; Baymann LtCol Gary F; Betz LtCol Philip J; Brown, James; Endres, Mike; O'Malley, Tom; Bopp, Paul; Levario, Maria; Brunken SSGT Robert C; Brown GS12 Christian J
 Cc: Pelham LtCol Samuel P; Malik LtCol John C III; Norquist GS14 Stanley W; Rogers GS15 Edmund L; Carretti GS13 John M; Durrett Col William D; Stent GS14 Tom N
 Subject: NOTES FROM TODAY'S TCA / CAMPEN MEETING - 29 AUGUST

All:

Thanks for your attendance and participation in today's 6th monthly meeting between the TCA and CamPen staff to discuss and further refine a number of actions associated with the TCA's planned Toll Road project. The subject matter actions will potentially bring training enhancements and security improvements to this Base. Provided below is a summary of the key issues discussed for each of the Agenda topics at today's meeting. I believe it generally captures the essence of today's meeting. Should there be anything that I have either inadvertently omitted or potentially mischaracterized, attendees should feel free to provide amplifying comments as needed. Please copy all other addressees with any such comments or corrections, however.

SAN ONOFRE GATE REDESIGN & RELOCATION PLAN

- While this topic was not actually on the Agenda or planned for discussion at today's meeting, a brief review of the San Onofre Gate redesign plan was raised for some further discussion/clarification. Generally, it was agreed that:

(1) CamPen would convene a brief "in-house" review meeting within the next two weeks to confirm the currently proposed San Onofre Gate design plan with a few key, but recently arrived, Base staff personnel within the SES and AT/FP arenas. This in-house meeting will be called to confirm the current San Onofre Gate plan or make any further needed design tweaks prior to giving the TCA approval to proceed with final design planning.

(2) Following the Base's in-house meeting, a second meeting will be convened with the TCA and their project design team to provide any final Base guidance on the required design elements for the San Onofre gate. The plan is to convene this final TCA meeting within 30 days of today's meeting.

- The scheduling of each of these two San Onofre Gate meetings will be the subject of separate correspondence to only those folks who need to be involved.

UPDATE ON STATUS OF THE RED BEACH BRIDGING STUDY

- The TCA is continuing to analyze design requirements for the Base's Red Beach land bridge plan, but their efforts are now in a "hold" status pending delivery of some previously promised CamPen input. As was suggested at last month's meeting, it would be prudent for this Red Beach bridge analysis to incorporate some analysis of the bridge's ability to safely absorb the impact from an inadvertent drop of any helo external lift load being ferried overhead the bridge. Will the bridge structure be capable of withstanding such an incident, especially when helo external load weights can be as high as 15K lbs or more?
- The TCA has agreed to include this design strength question into their Red Beach bridge analysis, but cannot move forward with it until the Base provides the previously promised information on typical USMC helo external lift flight operations: O&T (TRMD) has agreed to provide this info to the TCA (i.e., more precise data on the altitude (AGL) and external load weights associated with helo external lift ops across the beach), but has not yet been able to develop it.
- O&T is additionally attempting to recertify with the MEF G-3 Air folks that their previously expressed interest in the use of this Red Beach land bridge for external lift ops continues to be a valid 3rd MAW and

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IMEF training enhancement interest. O&T expects to receive MEF feedback on this inquiry within the next couple weeks.

EXTENDED DETENTION BASIN (PERC POND) DOCUMENTATION REQUIREMENT

- The TCA has continued to expand its research and develop supporting documentation to assist the Base in justifying to the Regional Water Quality Control Board (RWQCB) that a reduction in size of the San Onofre Perc Ponds can be made and still meet the standards of the Board.
- The TCA's current analysis has determined that the San Onofre Perc Ponds are presently approx 30% oversized. Of the 30 acres of Perc Ponds currently in place, only approx 20 acres are required to meet the Base's effluent discharge levels for STPs 10 and 11. (See the 1st attachment below for further information.)
- The TCA is desirous of acquiring use of only one (1) acre within Pond #6 of the San Onofre Perc Pond area to serve as an Extended Detention Basin (EDB) in support of the toll road project.
- To complete its analysis, the TCA still needs to acquire some recent Base historical data on current flow numbers for the San Onofre Perc Ponds, as well as any info available on future demand requirements. It was agreed at today's meeting that the TCA's SME on this issue would coordinate directly with the Base's SME to develop this current flow (and future demand) data. Specific details as to what's required can be found in the 1st attachment below.
- It's been estimated in the TCA's analysis that the San Onofre Perc Ponds (serving STPs 10 & 11) are 30% oversized. A question arose regarding size of the San Mateo basin Perc Ponds (which services effluent disposal for STP's 10, 11 and 12). While the TCA did not specifically analyze the San Mateo Basin Perc Pond capacity, the question arises, Do we need the total capacity that's currently available in both the San Onofre and San Mateo Perc Ponds? (Note: I'm also led to believe from post-meeting discussions that the San Mateo Perc Ponds are presently not in use at this time.)
- Based on this discussion of potential excess capacity at the San Onofre Perc Ponds, the XO directed during today's meeting that Base staff prepare a summary analysis for Col Seaton's awareness to brief him on this Perc Pond capacity issue. The XO desires that Col Seaton be briefed on what we see as any benefits to reducing the size of our Perc Ponds and what the pros and cons would be for reducing the size of either the San Onofre or San Mateo Perc Pond areas. If there should be a Base staff recommendation to reduce Perc Pond capacity at either location, what benefit does this provide the Base (if any); and what would the staff propose to use these eliminated Perc Pond areas for? It was determined at today's meeting that the Facilities Dept would be the most appropriate staff to develop this informational brief for the CO but that ES and O&T could also provide any input or comment as desired. Thus, it's requested that ES and O&T provide any comments on this Perc Pond issue directly to Facilities for incorporation into a Facilities brief and recommendation to the CO.
- The TCA desires to take no position either way on this matter, but stands by to support whatever position the Base may desire to take with respect to the question of "how much (and where) should either of these two Perc Pond areas be reduced?" The TCA will assist, as desired, in developing the argument to support such a reduction with the RWQCB, if the Base wishes to pursue that option. Or if the Base prefers not to pursue a reduction in size of the San Onofre or San Mateo Perc Ponds, the TCA would only focus its justification on a request to RWQCB, seeking approval for the TCA to acquire the one-acre sized San Onofre Perc Pond area it needs to establish the EDB. } *wh*

UPDATE ON STATUS OF THE PPM MANAGEMENT PLAN

- The TCA provided the Base a draft of the proposed PPM Management Plan at last month's meeting. Both ES and WACO agreed to provide review comments on the draft PPM Management Plan prior to 31 August. It was agreed at today's meeting that joint WACO and ES comments will be forwarded to the TCA before the end of this week, with a copy of these joint comments provided to CPLO.
- The TCA has already received FHWA comments on the draft PPM Management Plan, but not yet received any USFWS comments. Both agencies, along with CamPen, were provided copies of the draft for review and comment.

PLAN TO BRIEF BASE CO

NOTES FROM TODAY'S TCA / CAMPEN MEETING - 29 AUGUST

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- It's been agreed by all that the Base CO needs to be briefed (for his concurrence and any further guidance) on the preliminary agreements thus far achieved during the course of these monthly TCA/CamPen meetings to develop proposed courses of action for the following specific matters:
 - 1) Development of a new **Green Beach Access Point**
 - 2) The **San Onofre Gate** redesign Plan
 - 3) The proposed **Red Beach Bridging Plan** over I-5 and the Railroad
 - 4) The TCA's **Extended Detention Basin Requirement**
- We've scheduled **24 Oct @ 1300** on the CO's Calendar as the date to provide this Brief
- A separate pre-Brief on the same topics will be provided to the Principals for O&T, SES, FAC and ES prior to providing Col Seaton a Brief

GENERAL WRAP-UP ITEMS

- Updates on the following additional topics were briefly reviewed and discussed at today's meeting:

1) Review and discussion of the TCA's requested Geotech Boring Plan for portions of CamPen - a separate ES/TCA meeting is scheduled for 7 Sep to continue review of this item. The TCA is already underway with completion of geotech borings on the RMV property to the north of CamPen, but still requires Base concurrence before moving boring operations onto the additional CamPen locations.

2) Review and update on the 3 lawsuits currently filed by Toll Road opponents - the 2 CEQA related lawsuits filed in SD County have been petitioned for movement to the Orange County court system; the TCA has also attempted to move the Native American Heritage Commission lawsuit into federal court, but has lost that proposed action and this suit will likely remain in State court.

3) Review and discussion on the FHWA's procedural doctrine for development of a ROD for any highway projects - the FHWA's institutional FEIS process does not allow them to prepare a Draft ROD for this project (or any highway project) until such time as the FEIS has gone through the full public review and comment period. Because of this requirement, USMC and USN review of the Toll Road FEIS and ROD will likely require the convening of 2 separate EIRB processes.

4) Based on the above prescribed FHWA FEIS & ROD process, it may be prudent to convene an early meeting of appropriate reps from FHWA, USMC, USN, and TCA to review (and agree-to early-on before the FEIS is made available for final review) the procedural final USMC/USN FEIS and ROD review process to be used for these two documents. This FEIS and ROD review process was established and agreed-upon by all parties in the late 1990s, but due to the turnover in personnel since that time, it would be prudent to re-assert and refresh all players on the final review game plan before the FEIS is delivered for USMC/USN review action. Scheduling of such a meeting can be done via VTC or Conference Call and should be considered for action in the early-to-mid-Fall timeframe. CPLO will take the lead to put this together.

Finally, a copy of today's meeting Agenda is attached below for those who were unable to attend.

Next Joint TCA/CamPen meeting is scheduled for 25 September @ 0900 at same location.

V/R
Larry

8/30/2006

NOTES FROM TODAY'S TCA / CAMPEX MEETING - 27 AUGUST

<<Untitled.PDF>> <<TCAMEETING.doc>>

Look at attachments for this e-mail

O'Malley, Tom

From: Ray GS13 Tony [tony.ray@usmc.mil]
Sent: Thursday, September 28, 2006 3:51 PM
To: Endres, Mike
Cc: O'Malley, Tom; Rannals GS-15 Larry D; Pelham LtCol Samuel P; Nelson GS14 Kirk J; Brunken SSGT Robert C; Alvarez CIV Manuel A
Subject: FW: SAN ONOFRE GATE REALIGNMENT

Mike:

Please see attachments. Note that Sentry booths are 32 SF. Security BN concurrence also attached. CAD dwgs avail.

resp;

T. Ray

From: Alvarez CIV Manuel A
Sent: Wednesday, September 27, 2006 13:59
To: Ray GS13 Tony
Cc: Subbarao GS-13 Kris
Subject: SAN ONOFRE GATE REALIGNMENT

TONY, ENCLOSED ARE TWO PDF FILES SHOWING THE FINAL (FOR NOW) REALIGNMENT FOR THE SAN ONOFRE GATE INCLUDING ALL THE COMMENTS PROVIDED BY THE SAFETY BATTALION AND PMO. LET ME KNOW IF IT IS OK WITH YOU. IF EVERYTHING IS OK, FORWARD THE DOCUMENTS FOR DISTRIBUTION. THANKS.

<<MODIFICATION 3A SKETCH 1 (1).pdf>> <<MODIFICATION 3A SKETCH 2 (1).pdf>>

*M. A. ALVAREZ, P.E.
Senior O&T / Roads Lead
Public Works Department
Marine Corps Base, Camp Pendleton
Phone: (760) 725-6046*

<<RE: CONCURRENCE WITH SITE LAYOUT OF SAN ONOFRE ACCESS POINT>>

FW: SAN ONOFRE GATE REALIGNMENT

O'Malley, Tom

From: Endres, Mike
Sent: Friday, September 29, 2006 6:17 AM
To: 'Ray GS13 Tony'
Cc: O'Malley, Tom; Rannals GS-15 Larry D; Pelham LtCol Samuel P; Nelson GS14 Kirk J; Brunken SSGT Robert C; Alvarez CIV Manuel A
Subject: RE: SAN ONOFRE GATE REALIGNMENT

Thanks Tony, we'll develop this further and have something for our next meeting.

From: Ray GS13 Tony [mailto:tony.ray@usmc.mil]
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Cc: O'Malley, Tom; Rannals GS-15 Larry D; Pelham LtCol Samuel P; Nelson GS14 Kirk J; Brunken SSGT Robert C; Alvarez CIV Manuel A
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M. A. ALVAREZ, P.E.
Senior O&T / Roads Lead
Public Works Department
Marine Corps Base, Camp Pendleton
Phone: (760) 725-6046

<<RE: CONCURRENCE WITH SITE LAYOUT OF SAN ONOFRE ACCESS POINT>>

3/3/2008

O'Malley, Tom

From: Levario, Maria
 Sent: Friday, September 29, 2006 4:50 PM
 To: 'Rannals GS-15 Larry D'; Ray GS13 Tony; Berry GS-13 William H; Montoya GS12 Roy; Thelin GS14 Richard W; Baumann LtCol Gary F; Betz LtCol Philip J; Brown, James; Endres, Mike; O'Malley, Tom; Bopp, Paul; Brunken SSGT Robert C; Brown GS12 Christian J; 'arthur.mathious@usmc.mil'
 Cc: Pelham LtCol Samuel P; Malik LtCol John C III; Norquist GS14 Stanley W; Rogers GS15 Edmund L; Carretti GS13 John M; Durrett Col William D; Stent GS14 Tom N
 Subject: NOTES FROM TCA / CAMPEN MEETING - 25 September

All-

My apologies for the delay in distributing these meeting minutes.

Meeting minutes from the 7th monthly meeting between TCA and Campen staff to discuss a number of actions associated with the proposed Foothill-South toll road. As before – any changes/additions should be distributed to the entire group

RE-REVIEW OF SAN ONOFRE GATE PLAN

- Campen staff held an in-house meeting to confirm the current re-design of the San Onofre Gate plan met Base security and access requirements prior to giving the TCA approval to proceed with final design. Based on this meeting – there is some concern for vehicle queuing due to high traffic volumes at this access point. There may be a request for modifications to the number of lanes constructed at the San Onofre Gate.
- Campen will provide final plan for configuration of San Onofre Gate to TCA by October 6th.

Need to call

TCA UPDATE ON RED BEACH BRIDGING STUDY

- No new updates – waiting for information from Campen staff on the altitude and external load weight requirements associated with helo external lift ops across the beach.
- Discussion of minimum 100 meter (300 feet) width for Red Beach Bridge. Previously TCA had been told 250 feet - TCA will optimize the bridge design to make it as large as possible with potential for expanding bridge in future.

Need to call

State

TCA UPDATE ON ANALYSIS OF SAN ONOFRE PERC PONDS

- TCA still needs recent Base historical data on current flow numbers for the San Onofre Perc Ponds, as well as any info available on future demand requirements.
 - Outstanding issue from previous meeting: Facilities Department to prepare informational brief on perc pond capacity issues for the San Onofre and San Mateo perc ponds – for use in briefing Colonel Seaton.
- TCA reported that a project site visit with the San Diego Regional Water Quality Control Board (RWQCB) is scheduled for Wednesday Sept. 27th. TCA plans on showing RWQCB staff the proposed locations of extended detention basins including those proposed on the Base. TCA

State

no / Plans

10/2/2006

staff will introduce the proposed use of a portion of the existing perc ponds to accommodate roadway run-off from I-5 with RWQCB staff.

- TCA reiterated that they are able to assist CamPen in presenting the argument to the RWQCB in support of the Base reclaiming unused areas of the perc ponds, if the Base wishes to pursue that option. It was agreed that TCA staff introduce the concept but would not elaborate on the extent of the potential for reclaiming the excess perc pond areas. These discussions would occur at a later date.
- CamPen staff may participate in the field visit with TCA and RWQCB staff on the 27th.

TCA UPDATE ON DEVELOPMENT OF PPM MANAGEMENT PLAN

- The TCA has received comments from FHWA and CamPen on the draft PPM Management Plan. No comments have been received from USFWS.
- TCA has not heard from CamPen on the Bases position of who would be responsibility for managing implementation of the PPM plan. It was discussed that completion of the PPM Management Plan was not required for the Final EIS nor was its completion required for the USFWS to issue their Biological Opinion.

Make sure all is agreed upon if there is

TCA UPDATE ON STATUS OF GEOTECHNICAL BORING REQUIREMENTS

- TCA staff met with CamPen ES staff on Sept. 7th. ES agreed to assist the TCA in obtaining clearances from USFWS and SHPO for the proposed borings. The TCA will be providing the necessary documentation to ES for submittal to the respective resource agencies. This effort is ongoing.

TCA UPDATE ON STATUS OF FINAL EIS

TCA continues to work with FHWA on the Final EIS. The Biological Opinion will be included in the Final EIS submitted to CamPen for the EIRB process.

PLAN TO BRIEF BASE CO

- The briefing doe Colonel Seaton is scheduled for October 24th at 1:00pm.
- Larry Rannals requested that the TCA prepare the powerpoint presentation for the briefing.
- Larry Rannals recommended that the following personnel provide the briefing to Colonel Seaton as follows:
 1. **San Onofre Gate Redesign Plan** – Provost Marshalls Office
 2. **Green Beach Access and Red Beach Bridging Plan** – John Carretti, O&T
 3. **Perc ponds/TCA Extended Detention Basin Requirement** – James Brown, TCA

rcmp

DISCUSS PLAN FOR FEIS & ROD REVIEW PROCESS

- LtCol Baumann to take lead on setting up a meeting with attorneys from FHWA, TCA, and WACO, etc., to discuss timing and process for reviewing Final EIS and Record of Decision documents. It was recommended that this meeting occur in October if possible.

Next Joint TCA/CamPen meeting is scheduled for October 17 afternoon (time/place TBD).

24th 0900

NOTES FROM TODAY'S TCA / CAMPEN MEETING - 29 AUGUST

O'Malley, Tom

From: Rannals GS-15 Larry D [larry.rannals@usmc.mil]
Sent: Thursday, October 26, 2006 8:46 AM
To: Ray GS13 Tony; Berry GS-13 William H; Montoya GS12 Roy; Betz LtCol Philip J; Mathious GS12 Arthur W; Scheidegger LtCol Craig W; Endres, Mike; O'Malley, Tom; Bopp, Paul; Levario, Maria
Cc: Pelham LtCol Samuel P; Malik LtCol John C III; Norquist GS14 Stanley W; Rogers GS15 Edmund L; Thelin GS14 Richard W; Baumann LtCol Gary F; Brown, James; Brunken SSGT Robert C; Brown GS12 Christian J; Carretti GS13 John M; Garcia GS-12 Eric B
Subject: NOTES FROM THE TCA / CAMPEN MEETING - 24 OCT

All:

Thanks for your attendance and participation at Tuesday's meeting between the TCA and Base staff to review several actions associated with the TCA's Toll Road project, which has the potential to bring both training enhancements and security improvements to CampPen. Provided below is a summary of the Agenda topics discussed at Tuesday's meeting.

Update on the Red Beach Land Bridge Study

- Tuesday's meeting included participation from LtCol Craig Scheidegger of the MEF G-3, who was there to add insight on this subject matter from the MEF's perspective.
- General comments by LtCol Scheidegger provided the following information:
 1. Typical max altitude for any helo ops flying over the land bridge with external loads would be approx 200' AGL
 2. The expected max weight of any external-lifted helo load would likely be when carrying the M-198 howitzer (or a load weight of approx 18,000 lbs)
 3. Although the MEF is currently focusing on further development and advancement of the "distributed ops" concept, the long-standing doctrine of "amphibious ops" is still very important to the USMC and must continue to be exercised. Thus, the concept of establishing a land bridge over I-5 and the RR tracks at Red Beach is likely to be viewed as a positive training enhancement by the Division and MEF headquarters staffs. However, no final determination can be made on whether the MEF & Division would like to see the Red Beach land bridge concept be further developed or drop this idea in favor of putting the TCA's R-O-W easement money into another form of Base training enhancement can be made until such time as the the Division and the MEF CG can be briefed on it. Due to the war effort, the MEF CG is quite often away from CampPen attending to MEF related issues; but this subject matter will be brought to his attention for review and assessment at the earliest opportunity.
- It was agreed that we would attempt to get an official MEF position on this proposed land bridge concept by NLT the Spring of 2007 or at about the time that the USMC begins it's official review process of the FEIS for the TCA's toll road project.

San Onofre Gate Redesign & Relocation Plan

- Today's meeting confirmed that the San O Gate redesign & relocation plan has been finalized and has obtained an OK/approval (in concept) by all involved Base parties (SES, PMO, Facilities, PWO, etc.). The TCA has a copy of the Base's final agreed-upon design plan.
- This topic will no longer be carried forward for further discussion at future monthly TCA/CampPen planning meetings. The Base CO will be briefed at a later date, as discussed below, on the final conceptual plan for this San O Gate redesign effort.

Update on Status of San Onofre Perc Pond Withdrawal Effort

- The Base Facilities staff has provided the TCA with a years worth of flow data for STP-11; and its believed by the TCA that they now have all the flow data information needed to make an informed assessment of

- the Base's optimum perc pond capacity requirements within the San Onofre Perc Pond area.
- It is the TCA's intention to now follow-up receipt of this flow data and prepare a more formal study that will better define the Base's perc pond capacity requirements. The results of this TCA funded perc pond analysis can then be used to help the Base justify a reduction in the size of the San Onofre perc pond area with the RWQCB.
 - The Base Facilities Dept still plans to brief the Base CO on the pros and cons of reducing the size of the San Onofre perc pond area. This brief will also provide the CO with further background information and justification on why these perc ponds can be reduced in size with no negative impact on the Base's effluent disposal capability; and it will include information to the CO as to what other potential land uses could be considered for those perc pond areas, once they are taken out of service (with the RWQCB's blessing).
 - This perc pond brief to the Base CO is now being planned to be delivered via email.
 - It's also likely that Facilities will recommend withdrawing all excess San Onofre perc pond acreage not needed to support STP-11
 - The TCA continues to be interested in acquiring only the approximately one-acre sized perc pond area (designated as Perc Pond #6) to be used as an Extended Detention Basin (EDB) for the Toll Road Runoff Management Plan.

TCA Report on 2 Site Visits by the RWQCB

- Two separate visits to view the CampPen San Onofre perc pond areas by a rep of the RWQCB have occurred. The TCA served as the primary host for both visits, but Base reps from ES and FMD also participated. Purpose of both visits was for the RWQCB to receive additional insight on the Toll Road project and learn more about the need for EDBs to be established in support of the Runoff Management Plan for this project.
- While not official, the RWQCB rep who participated in this Base visit has preliminarily agreed that the TCA's use of Perc Pond #6 to serve as an EDB looked to be easily doable with no significant impact to the San Onofre perc pond operation. It was quite clear to all who participated that the San Onofre perc pond area is greatly oversized and that it appeared only one of approx 12 perc pond basins was needed for effluent disposal from STP-11.
- The TCA did not use the occasion of this RWQCB visit to discuss any envisioned Base uses for portions of the San Onofre perc ponds which might be authorized to be taken out of service by the RWQCB. The TCA believes this would have been over-stepping its bounds (to have discussed potential Base projects with the RWQCB). The Base is in agreement and believe that if the CO agrees to pursue RWQCB approval for a reduction in the San Onofre perc pond size, the Base can make its own case with the Board on how these withdrawn perc pond areas might be utilized in the future.

TCA & ES Updates on Development of the PPM Management Plan

- The TCA has still yet to receive comments from the USFWS on the Draft PPM Management Plan; comments have been received from all other agencies who reviewed the Draft.
- An opinion has been rendered by LtCol Baumann of the WACO staff that the federal government cannot legally accept monies from an outside organization such as the TCA to augment Congressional appropriations. Because of this, i.e., not being able to accept outside monies, it would be inappropriate for the Base to assume responsibility for managing the execution of the PPM Management Plan, while funding of the Plan was being contributed from another source.
- ES has prepared a draft letter to be forwarded to the FHWA which will lay out this Base position. This draft letter has been prepared as a proposed response to the FHWA's letter sent last February to the Base CO. No decision has yet been made as to whom (Base CO or staffer) will sign out the letter back to the FHWA.

Update on Status of the Geotech Boring Plan

- ES forwarded a letter to the USFWS on 20 October in an attempt to help further the approval process along for getting these borings started. Bill Berry reported that the USFWS has already responded to this letter by asking for additional information to be provided. ES will work on developing the additional info being requested.

- Stan Berryman, the Base Archaeologist, is working with SWDiv in an attempt to obtain an ARPA permit for several of the proposed boring locations that are in the vicinity of known cultural resource sites. There's no current estimate as to how long it will take SWDiv to process the ARPA permit application.

TCA Update on Forecast Delivery Date for the FEIS

- Completion of the FEIS for CamPen/USMC/USN review is still underway and remains dependent upon receipt of a Draft BO from the USFWS
- The USFWS has projected that they can finish and deliver a Draft BO to the FHWA by 13 Nov; it's been rumored that the Draft BO will be approx 200 pages in length.
- The FHWA and TCA expect to take about 90 days to review and comment on the Draft BO, once received.
- Current estimated date of delivery of the FEIS for CamPen review is now being projected to be approx late February 2007.

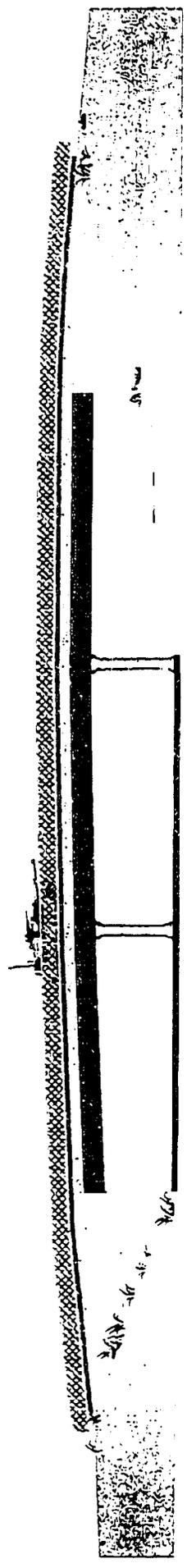
General Wrap-up Items

- The Base CO has stated that he would like to defer hearing the planned briefs for (1) the Green Beach access plan, (2) the San Onofre Gate redesign/relocation plan, (3) the TCA's Extended Detention Basin requirement, and (4) the Red Beach Bridging Study until sometime after the first of the Year.
- A summary of the 13 Oct conference held among the attorneys of the FHWA, TCA, CamPen, HQMC, and DoN to discuss the SOCTIIP FEIS & ROD review process was provided and discussed. While all parties are in agreement with the FEIS & ROD review process, as was established in Jan 1997 and continues to remain valid today, further discussion of the process will likely continue and some minor tweaking may be necessary.

The next joint TCA/CamPen meeting is scheduled for 12 December @ 0900 at the same location.

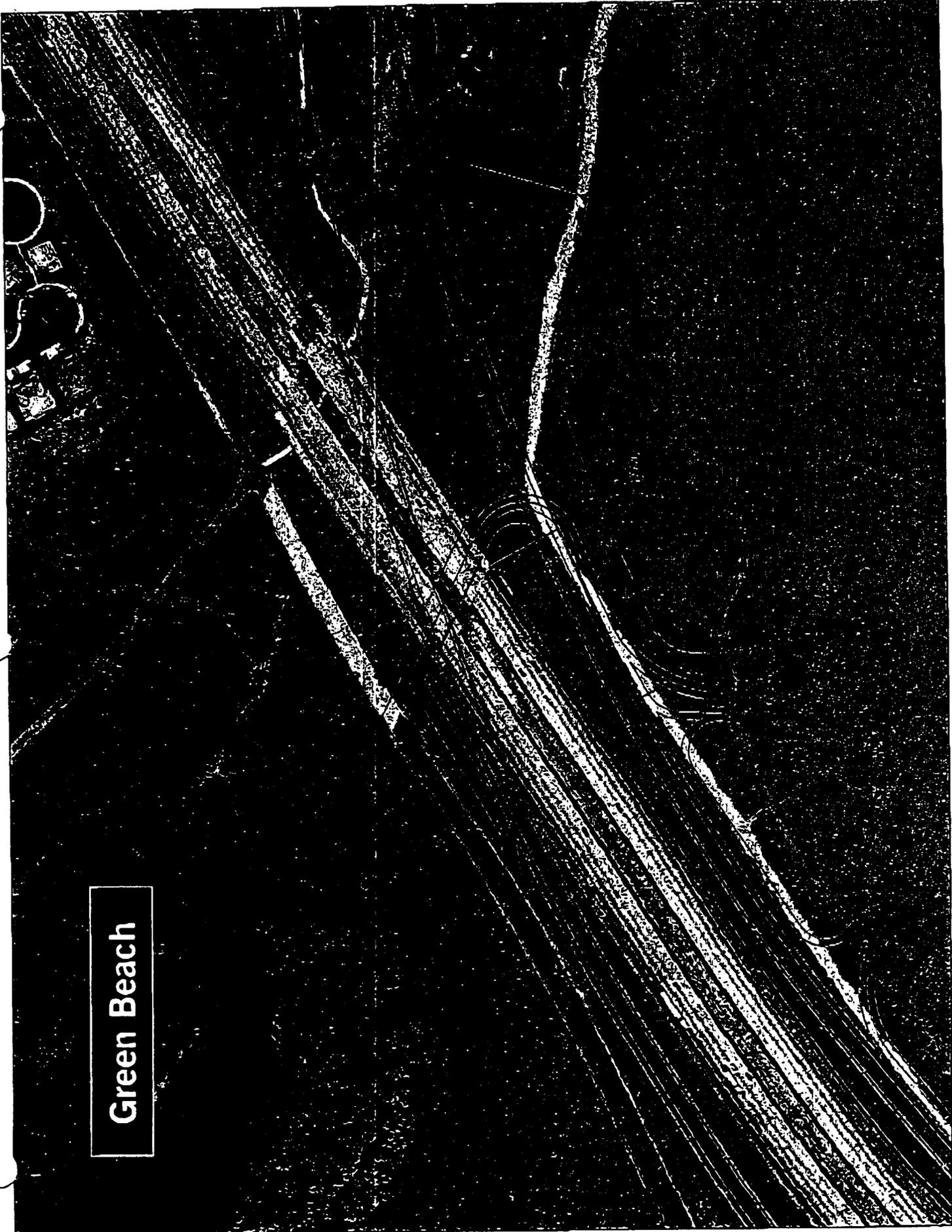
I believe the above summary generally captures the essence of this month's joint meeting. Should there be any items that I have either inadvertently omitted or potentially mischaracterized, attendees should feel free to provide amplifying comments as needed. Please include all other addressees with any such comments or corrections.

V/R - Larry



LAS PULGAS / RED BEACH OVERCROSSING

07.10



Green Beach

Basilone Gate

