FINAL
MARE ISLAND NAVAL SHIPYARD
Restoration Advisory Board (RAB) Meeting Minutes

HELD THURSDAY, May 31, 2012

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, May 31th, at the Mare Island Conference Center, 375 G St., Vallejo, California. The meeting started at 7:07 p.m. and adjourned at 9:17 p.m. These minutes are a transcript of the discussions and presentations from the RAB Meeting. The following people were in attendance.

RAB Community Members in attendance:

- Myrna Hayes (Community Co-Chair)
- Michael Coffey
- Chris Rasmussen
- Maurice Campbell
- Wendell Quigley
- Paula Tygielski

RAB Navy, Developers, Regulatory and Other Agency Members in attendance:

- Janet Lear (Navy Co-Chair)
- Marie Dreyer (Navy)
- Brooks Pauly (Navy)
- Bryce Bartelma (Navy)
- Cris Jespersen (Weston)
- Terry Rutherford (Battelle)
- Oscar Broadway (Battelle)
- Ryan Wensink (Battelle)
- Sheila Roebuck (Lennar Mare Island)
- Sydney Glaze (Shaw)
- John McGuire (Shaw)
- Janet Naito (Department of Toxic Substances Control [DTSC])
- Carolyn d'Almeida (United States Environmental Protection Agency [U.S. EPA])
- Gil Hollingsworth (City of Vallejo)
- Elizabeth Wells (San Francisco Bay Regional Water Quality Control Board [Water Board])
- Adriana Constantinescu (Water Board)
- David Elias (Water Board)

Community Guests in attendance:

- Daniel Glaze
- David McMurtry
- Jim Porterfield

RAB Support from CDM Smith:

- Carolyn Moore (CDM Smith)
- Teresa Toye (CDM Smith)
- Wally Neville
- Doris M. Bailey (Stenographer)

I. WELCOME AND INTRODUCTIONS

CO-CHAIR LEAR: Hello, everyone. Welcome to the Mare Island Restoration Advisory Board (RAB) meeting. We'll start with introductions. I'm Janet Lear, I'm the Navy Co-Chair.

CO-CHAIR HAYES: And I'm Myrna Hayes the community Co-Chair.

MR. CAMPBELL: Maurice Campbell, community member.

MR. RASMUSSEN: My name is Chris Rasmussen, I'm a resident of Mare Island.

MR. COFFEY: Mike Coffey, RAB member from American Canyon.

MR. QUIGLEY: Wendell Quigley, Mare Island resident.

MS. WELLS: Elizabeth Wells, Water Board.

MS. NAITO: Janet Naito, Department of Toxic Substances Control.

MR. HOLLINGSWORTH: Gil Hollingsworth representing the City of Vallejo.

MR. JESPERSEN: Cris Jespersen with Weston Solutions.

MR. BARTELMA: I'm Bryce Bartelma, I'm with the Navy.

MS. DREYER: I'm Marie Dreyer with the Navy. And I apologize for wearing sunglasses tonight, but I lost my eyeglasses earlier today.

MR. MCGUIRE: John McGuire with Shaw Environmental.

MS. GEELS: Sydney Geels with Shaw Environmental.

MR. MCMURTRY: David McMurtry, a resident of Benicia.

MR. PORTERFIELD: Jim Porterfield, ex-Mare Islander.

MS. CONSTANTINESCU: Adriana Constantinescu, San Francisco Water Board.

MR. ELIAS: David Elias, San Francisco Bay Water Board. I'm the supervisor of Elizabeth Wells, and I want to say it's a pleasure to be here and watch you guys work.

MR. GLAZE: Daniel Glaze, Mare Island resident.

MS. ROEBUCK: Sheila Roebuck, Lennar Mare Island.

MR. RUTHERFORD: Terry Rutherford with Battelle.

MR. BROADWAY: Oscar Broadway with Battelle.

MS. MOORE: Carolyn Moore with CDM Smith.

MS. TOYE: Teresa Toye with CDM Smith.

MS. PAULY: And Brooks Pauly with the Navy.

II. PRESENTATION: *Production Manufacturing Area/South Shore Area (PMA/SSA) Munitions Non-Time Critical Removal Action (NTCRA) Update – Field Work*

Presentation by Ms. Brooks Pauly (Navy)

CO-CHAIR LEAR: The first presentation will be given by Brooks Pauly with the Navy. It will be the Production Manufacturing Area/South Shore Area (PMA/SSA) munitions non-time critical removal action (NTCRA) update fieldwork.

MS. PAULY: Thanks, Janet. We are going to give an update on the Production Manufacturing Area/ South Shore Area field work. As some of you may have heard before, we have discussed these areas in several previous RAB meetings, so some of this material will be repeats, but I promise I'll get to the good stuff as fast as I can.

A quick overview of my talk: I'm going start with the site location and give a little history of the Production Manufacturing Area and South Shore Area, the munitions response history at those sites, and a little bit about the conceptual site model for munitions at the site. Then I'll get into the scope of our current site activities, and then we'll talk about aspects of that work, including access to the work areas, biological monitoring, mitigation measures, some of the waste that is generated, and things like that. I'll give an update of the ESTCP [Environmental Security Technology Certification Program] --this is a related project that is being done by another Navy agency in hopes that they can improve the geosurvey technology and the classification of metallic subsurface anomalies. And then I'll talk about what we've accomplished so far, including items that we've found at the site. At the very end we'll have some time for your questions.

So a quick background history. The Production Manufacturing Area, also referred to as the PMA, was a former munitions production facility from the 1850s to 1972. And the South Shore Area [SSA] was primarily storage of munitions and handling, and then support activities, like maintenance, that was associated with munitions production from about the 1930s to 1972. On the slide here you can see the plan view. These are located at the south side of Mare Island, south and southeast side of Mare Island respectively. And for future reference, this is Pier 35. That will be mentioned in a later slide, but I thought I'd point it out here because it's the easiest place to see it.

Our next slide features more of the site topography towards the south side of the island. So you can see that the Production Manufacturing Area and the South Shore Area are relatively flat areas, but they abut up against a little bit of a hillside which is the current golf course at Mare Island.

So going into a little more detail about the Production Manufacturing Area; some of the munitions processes that were done at the site included projectile and rocket warhead assembly and breakdown. Propellant loading, powder cases, cartridge cases, stuff like that; munitions refurbishment, which happened in the other buildings; some storage; and munitions handling from piers which you can see here in this circa 1953 photo. And I also want to point out that all of the munitions we've found to date have been called DMM, or discarded military munitions. So they have not been fired and, therefore, are not as dangerous as what's termed UXO, or unexploded ordnance, munitions that have actually been fired and have been activated.

The next picture is one that you've seen before but everybody seems to love. In the first picture you can see the gentleman soldering a fuze cover onto a projectile. And I'm not exactly sure what the other gentleman is doing, possibly moving a very large projectile. Does anyone know what size that is?

CO-CHAIR HAYES: I think it's a 16.

MS. PAULY: That one?

CO-CHAIR HAYES: It's in the picture.

MS. PAULY: That's what I get for not wearing my glasses. But that's really a fun picture to see just how large some of these munitions were at the site. What we're finding today are generally much smaller. A lot of these have been removed.

MR. QUIGLEY: We hope that stays that way.

MS. PAULY: Exactly.

On the next slide you can see Pier 35, which is actually a pier towards the top of the slide on this photo from 1941. And this photo is looking south to orient yourself. As I mentioned, the South Shore Area also was created from fill in about the 1930s and 40s. It's primarily for munitions storage and handling. And a lot of shipboard loading that occurred at Pier 35. Other support that I mentioned was things like incorporating inert components to underwater mines, maintenance of the various munitions shipping containers, and other elements associated with munitions production.

I mentioned that we found many things at the site, and I believe there have been at least -- I was really counting on Dwight [Gemar (Weston)] to be here for some of the specifics -- but there have been at least seven emergency response actions where different munitions have been found at the surface or have been found upon digging at various portions of both the PMA and the SSA. Those actions began in the late 80s, early 90s, and have continued through, I believe the last one was 2003. The places where those items were found are indicated by the colored dots on this figure. It's a little hard to see, so I will actually read those for you. The red dots are actually MEC items, so munitions and explosives of concern. Those are the ones that we're the most concerned about. And MD is munitions debris, likely to be considered MDAS, which is munitions determined as safe, or documented as safe. Blue dots also are historical MEC items that had been found prior to the removal actions in question. And so based on these removals and knowledge, historical knowledge of the site, we developed Category A and B sectors for these locations. Let me define those for you. Category A sectors are the areas most likely to have munitions and most likely to have munitions found in those locations. Category B is everything else. So you can see the Category A polygons in red on the slide, and then everything else is in green. Move onto the same thing for the SSA, Category A and B sectors are shown.

In 2006, we used the latest scanning technology or subsurface metal detecting technology to scan/survey of the entire PMA and SSA areas. During that survey, over 20,000 anomalies, what we're calling subsurface metallic items, were identified. And the scope of our work that I'm going to be discussing today is 100% removal of those anomalies that were detected in 2006 in the Category A areas. So whatever's left in those areas, the aim is to get all of it. Now, in the munitions world they say that you can never get every last thing, but we were out on site today, and Ryan [Wensink (Battelle)], Oscar [Broadway (Battelle)], and Terry [Rutherford (Battelle)] were showing me where they were pulling out little nails and things. So the detection is very sophisticated these days, so we're getting quite a lot of removal.

To continue with our scope, in the Category B sectors, we're going to be doing at least 20% removal. And this is, in part, to confirm the site model that these areas are not likely to contain actual munitions, that it's much more likely that you're going to be seeing railroad spikes, other pipe debris, things like that. So other pieces of metal in those areas.

So in addition to this 100% investigation of the Category A anomalies and 20% investigation of the Category B anomalies, we're also going to be doing biological monitoring and avoidance,

which is critical because we do have protected species at the site, in particular the salt marsh harvest mouse. We're also going to be controlling access to the site and adjacent areas which are impacted by what we call explosive safety exclusion zones. So when the teams are actually investigating these anomalies, there's a maximum credible explosion arc that is a potential explosive arc. These are arcs in which someone could be injured if there was an explosion. And so we want to keep the public and all non-authorized and non-essential personnel out of those arcs whenever we're doing intrusive investigations or other type of handling of munitions on the site.

So, getting to investigations. So what is an investigation? Well, what happens is we talked about that 2006 survey. They'll go back with, again, detecting technology, subsurface detectors, and reacquire that particular anomaly. So there's GPS, global positioning system technology, as well as the actual metal detectors that are used to reacquire the particular anomalies. And then they dig down to up to four feet deep and at least two foot diameter. Now, why this size? This is a standard anomaly investigation dimension, and it's also based on historical investigations where we've actually found munitions in the past at the site. And, of course, if we find a buried cache of munitions, then we will explore that laterally, because we do want to get as much as we can.

So I mentioned some of the site access control. And part of that is we've communicated previously with stakeholders at the site to talk to them about when the work was happening, especially people who would need site access in emergencies and things like that, so we've got a whole access procedures situation set up. But, more importantly, we want to make sure that the public is aware, and so we have caution signs on the roads. And this is some of the signage that's on the fence. It's actually a little bit about when the project is happening, why the project is happening, and who people can contact about the project. And so on the right side of the slide is what you'd expect to see with the anomaly investigation. This is the backhoe going down to about four by four, sometimes two by four location. And so in the foreground you can see a completed anomaly investigation, so the metallic material was removed and the soil was backfilled.

A little bit more detail about the site access. You can see on this map to the right the exclusion zone boundary that I was talking about, and that's in orange. Is anyone here color blind? Well, if they were, this is right out here at this line right here, and that represents the 232-foot buffer around the actual site boundary which is in green, for the PMA.

So this is the exclusion zone, and this is the site boundary itself. So obviously when there's no work occurring at the site for intrusive investigation, the exclusion zone is not in effect. And you can see too that this is the golf course area, and so we're not impacting that right there. This is the South Shore Area down here, and then this is the exclusion zone of the South Shore Area. There's a little bit of overlap there. We are also aware of ferry traffic and the guys have been using a laser range finder to make sure they are outside of the exclusion zone. And we're watching the roads as well, at least until people get used to the idea that the site work is going on and they'll understand what the access restrictions are. And so some of the signs that we saw earlier are located here on the little red dots.

CO-CHAIR HAYES: Is there a reason why you aren't mentioning the Mare Island Shoreline Heritage Preserve? And you didn't show that signage?

MS. PAULY: Which signage? There's signage for the actual Mare Island Heritage Preserve on the road?

CO-CHAIR HAYES: At the gate.

MS. PAULY: I thought those signs were the same. I apologize I don't --

CO-CHAIR HAYES: They aren't the same.

MS. PAULY: There's no particular reason not to mention, let's point that out. So my understanding is -- and it actually is on this figure, the Shoreline Heritage Preserve buildings are in yellow and pointed out here. And you can see that, in particular, this building is affected by the arc.

CO-CHAIR HAYES: Why don't you go ahead and show the whole preserve? Give a good idea of the property, how it's affected, you know, it goes all the way around.

MS. PAULY: I'm not quite sure I understand what you're saying.

CO-CHAIR HAYES: Well, you're just showing like one building or two, it's actually several hundred acres. Between the property and the -- your action area is in the golf course, so I just was confused about why you were just mentioning several times the golf course and not mentioning the Preserve.

MS. PAULY: Oh, no particular reason other than the golf course is outlined. The reason I may have mentioned it is because someone in the past had asked if it was going to be affected, and this is a very good way to show that it was completely outside of the exclusion zone. But you're right, there are other buildings and not just the two buildings that are here, but --

CO-CHAIR HAYES: I'm actually not just talking about buildings.

MS. PAULY: Okay.

CO-CHAIR HAYES: I'm actually talking about property.

MS. PAULY: Okay. And all of the property that is outside of the site, so for instance the PMA site here, is in green. Anything that's between the green and the orange would be affected during the work, so it would be affected by the exclusion zone arc.

CO-CHAIR HAYES: Well, thank you for adding that into your presentation.

MS. PAULY: That's a good point. And so those working hours are 6:30 in the morning to 6:00 p.m. at night and that is Monday through Friday, but not including Federal holidays.

MS. TYGIELSKI: I am noticing the orange yellow line in the straits, and the green one real close to the shore. How are you going to keep fishermen and their little boats out of the area between the orange line and the green line?

MS. PAULY: My understanding is that they've been warned through the harbormaster. And then, of course, we've got the -- Ryan, can you speak to that at all? Did you hear the question?

MR. WENSINK: Yeah, I heard the question. At any given time when a project like this is ongoing, there's a UXO safety officer who is dedicated to ensuring that not only the people working on the site are safe, but that the public is safe. And so when you're working adjacent to water line, a UXO safety officer is going to keep a close eye on the water to make sure that people aren't meandering into the exclusion zone. In the case of our UXO safety officer, he'll

have a laser range finder where he'll be able to tell how close a boat is to the teams that are digging, and we'll be able to use that information to determine whether we need to notify them in the water that they're within an area that they can't be in. And if they are in the exclusion zone, then the teams will halt operation, for their safety, and ensure that the boats clear the zone.

MR. CAMPBELL: What are the hours of this safety officer?

MR. WENSINK: The exclusion zone that's shown in the buffer, is maintained anytime there's active digging going on, and he may --

MR. CAMPBELL: No, I realize when there's active digging going on. But we have people that go fishing 24 hours a day, and I'm asking the question what are his hours?

MR. WENSINK: His hours are during working hours.

MR. CAMPBELL: Okay. Thank you.

MS. PAULY: Yeah. And the exclusion zone would only apply during working hours.

MR. CAMPBELL: Okay. Thanks.

MS. PAULY: That's a good point. It magically goes away because you're not doing any intrusive investigation or handling of munitions that would create the hazard.

So we had established that a gate locking arrangement, with acknowledgements that there was a little bit of confusion at the beginning, but with everyone working together and good communication between multiple parties, we believe we've got a system that will allow safe access to surrounding areas during the evenings, and especially after 6:00 p.m. and on the weekends. So due to the lack of intrusive work, the Navy did delay implementation of some of these access restrictions, because we had originally started mobilizing the site in early May, and realized that we were not going to be doing any intrusive investigations on May 14th as we'd planned; and so some of the restrictions were lifted until May 21st.

We've also arranged with the contractors for them to complete their investigation in the northern portions of the PMA -- right here -- so that we can minimize the duration that the exclusion zone will be impacting the surrounding properties.

So the Navy has also arranged for a visit to the Western Magazine Area during the Mare Faire, so if any of you guys have ever gone to that or are planning to go to that.

CO-CHAIR HAYES: Well, if you could clarify, I requested that [visit], and it's just an add-on to this, it's not just like a visit, it's actually a hike, a guided walk, at least that's what I expect, that's what I requested, as we've done at the Flyway Festival for the last 16 years, and also at the Mare Faire for now the last 5 years. But we were going to the historic shoreline on those guided walks. So it's not just like a visit because people might not know what that means.

MS. PAULY: That's a good point, it is a hike. And do you normally hike all the way in or is there a tram in and then people hike from there? So you hike all the way in?

CO-CHAIR HAYES: Yeah.

MS. PAULY: Yeah, that's a good point. So that's going to be beautiful. So the Navy has worked with, as I mentioned, community stakeholders, requiring access to the project site. And when I say project site, I do mean within the boundaries of the two sites because there are some

facilities on the sites that parties need emergency access to at some times, and also regular maintenance access, including parties like the Island Energy and the U.S. Coast Guard.

Moving right along. I mentioned the biological monitoring and mitigation measures. In particular, U.S. Fish and Wildlife Service and the Department of Fish and Game have approved the Navy's project biologists for ongoing field work. And so they're out there anytime we're in or near sensitive habitat or sensitive species. You can see the salt marsh harvest mouse up in the upper right-hand corner there. And so biological monitoring will be conducted throughout the project. In addition, some of the features of the mitigation measures that we've put into place are vegetation clearance in the coastal salt marsh wetlands, and an adjacent 50 foot buffer will be conducted using non-motorized tools only. And the biological monitor will observe those areas for any protected species before even those non-motorized tools are used. If necessary, we'll install silt fencing, if heavy equipment is going to be used near the coastal salt marsh wetlands or in the adjacent 50 foot buffer, and this is to prevent the mice from running in. So once they've been cleared from the upland area or the buffer area, we're going to use heavy equipment, we don't want them to accidentally get scared and run in, so the silt fencing prevents that.

In addition, we'll be doing visual inspections of the work area because this is nesting season. And so under the Migratory Bird Treaty Act, nesting birds are not to be disturbed. And so biologists will be there to observe the birds. And we do have some nesting birds. Is it two sets of ospreys? And what's the one that's under it? I'm forgetting.

CO-CHAIR LEAR: And a heron.

MS. PAULY: A heron, the great blue heron. Actually they've got their nests on a light stand, one of those big stanchions. So the biologists have been observing those nesting birds and making sure that their behavior doesn't change.

CO-CHAIR HAYES: Wally, could you confirm? That sounds like a low number on the osprey nests.

MR. NEVILLE: There are more than two, there's at least three in that area that you're outlining, three ospreys are nesting there at least.

MS. PAULY: Okay.

MR. NEVILLE: And there were three heron.

CO-CHAIR HAYES: Yeah. I am concerned that in your prep work, again, for this project. Across the entire property, there could be ground nesting birds, and I haven't seen in this report, and I haven't seen up until now anything that indicates -- I asked Janet last week or the week before, before the project started, whether you had pre-surveyed, or pre-data, if you had your biologists out investigating, because the Migratory Bird Treaty Act actually covers all nesting birds as far as I understand.

MS. PAULY: That's correct.

CO-CHAIR HAYES: So do you have data to show your biological reviews of all of the property that you're working on?

MS. PAULY: In the areas that we're working, the biologist comes in and observes the area --

CO-CHAIR HAYES: No, a pre-analysis, a before, as well as during? That's what I requested.

MS. PAULY: Well, we've done a biological survey of the --

CO-CHAIR HAYES: This year?

MS. PAULY: No, it was --

CO-CHAIR HAYES: This season?

MS. PAULY: No, it was last year --

CO-CHAIR HAYES: Well, things change.

MS. PAULY: Absolutely.

CO-CHAIR LEAR: We did a habitat survey last year. What is happening now is the biologist is on site with the crew, and as the crew mobilizes in certain areas, he does a very detailed visual walk on a day-to-day basis. He has not done the entire PMA/SSA to date, to my knowledge, because we aren't working in all of the areas yet. But every day before they start work they check again for the birds.

MS. PAULY: Absolutely. And one grid, as we're calling the various sectors of the work, the biologists had come in and checked the area, they'd done some pre-surveying -- not surveying for the species, but surveying for the actual anomalies -- and then when they came back the next day to actually do the work, a killdeer was on the ground. And so they just stopped work at that grid and we moved on. And so the biologist is aware and observing that as necessary to make sure that there's no change.

CO-CHAIR HAYES: Did you do any analysis before you did your mowing of ground nesting birds?

MS. PAULY: Yes.

CO-CHAIR HAYES: Can I see that data?

MS. PAULY: It's an observation.

CO-CHAIR HAYES: Because the mowing was extremely aggressive, it covers vast areas of that area, and it was done --

MS. PAULY: You mean in the upland area?

CO-CHAIR HAYES: Wherever you mowed. So I'd like to see the pre-data on that, how many nesting birds were there before you aggressively mowed prior to your start of your project.

MS. PAULY: I'd have to defer to Janet [Lear] -- can we get back to her on that?

CO-CHAIR LEAR: Yeah, I think we need to get back to you. I was under the understanding, and I haven't talked to Mel recently, but I was under the understanding that the mowing took place before official nesting season started.

MS. PAULY: That's correct.

CO-CHAIR HAYES: That's not so. The second round of mowing took place just a week or two before, right up to maybe including the week of May 14th.

MS. PAULY: Okay. I think we need to get back to you on that.

CO-CHAIR HAYES: Uh-huh. I think that would be a good idea. Because definitely there are ground nesting birds in the areas that you mowed, and as far as I can hear you didn't do any surveying of that. And the other thing is that I'd like to see the monitoring reports for, particularly the great blue herons, because they appear to be the most vulnerable right now of the above-ground nesting birds.

And I think I had written a letter to the city and to the Navy, to Janet [Lear], and I had requested that you make an arrangement for the first time in like 20 or 30 years that Audubon Canyon Ranch and its survey teams, that have not been allowed onto the property, for the second year in a row specifically to do a great blue heron next survey, which they need to do on a very set schedule on a matrix that has very specific target dates. And they also have not been allowed to do their songbird surveys on Navy property. And so I did request, as much as 3 weeks ago, a month ago, for that issue to be resolved at those levels, at the Assistant City Manager and my Navy Co-Chair's level, and whatever it took. And we provided Audubon Canyon Ranch director, John Kelly, all the data, all the information, all the background, all the maps, that were needed, yet I haven't heard that the survey teams have been accommodated yet. So the real issue here is that Audubon Canyon Ranch mobilizes teams of surveyors that go out throughout the Bay area and document great blue heron nesting, behavior patterns, and document the number of chicks. And they do all of that good stuff that collects data for the entire Bay. Last year Mare Island was a hole. This year, to date, it's a hole, as far as I know. I haven't had any communications from my Co-Chair about a resolution to that, or from the City. And this is a very, very urgent issue that I took the time to communicate about because, not only were they not able to survey, you aren't able to give me any data on your biologist survey. So Mare Island represents, for the first time in decades, a hole. And I'd like an explanation on the record from the Navy about what its purpose is. And that, if it's just laziness, uncooperativeness, you have a master plan -- those birds, it's important data. Up and down the coast, throughout the U.S. this data is collected, and you're preventing a critical habitat and direction of those birds to be studied. And we have no idea why.

MS. PAULY: I cannot speak to that.

CO-CHAIR HAYES: I know that. I can see that.

CO-CHAIR LEAR: I have exchanged e-mails and communications with the folks at Audubon Canyon Ranch. I have not received anything back from my last communication with them. If I recall correctly, they had very specific days they wanted to do that at very specific hours.

CO-CHAIR HAYES: Uh-huh.

CO-CHAIR LEAR: Assuming they could work around our field schedule, I gave them a couple other options, including having our biologists provide information to them since our biologists would be out there; but I haven't heard back from them, so I'm not sure how they want to proceed. But I did want to let you know that I have been communicating with them.

CO-CHAIR HAYES: Well, that's not included in the presentation.

MS. PAULY: Okay. Moving along to the expected waste streams that we'll be generating from the --

CO-CHAIR HAYES: I guess this would be the appropriate time to also ask, where's your archeological information in this?

MS. PAULY: My understanding is that we have not included any discussion of archeological information in this presentation. The archeological sites that were historically identified at the -- in particular just at the PMA, there were none in the SSA, were deemed not protectable, I think they were not of high enough quality to be protected. And I'm blanking on which document documented that.

CO-CHAIR LEAR: That is correct. There were a few sites initially identified in some of the early EIS documents, but then when there was a detailed survey done by archeologists it was determined that they were not of the quality that would be protected. I'm sorry, I can't remember exactly the terminology that was used, but they were taken off the list. So there are no archeological sites in the PMA/SSA.

CO-CHAIR HAYES: Well, I'm not talking about Native American sites.

CO-CHAIR LEAR: Oh, okay.

CO-CHAIR HAYES: I'm talking about archeological sites in terms of Navy historical materials. And I do know that in all the previous digs that has been accounted for, there has been a Navy archeologist on site and there have been significant archeological discoveries. So I would like to know why that was not included in this work plan and how you intend to reacquire, as you call it, archeological items of significance regarding the history of the ammunition depot itself, or any other items of interest to the public, in the process of being able to document and, therefore, also educate in the future about the ammunition depot population.

CO-CHAIR LEAR: I think that's one of the things Brooks [Pauly] was going to talk about during this slide here. So we'll just let you go ahead.

MS. PAULY: Okay. That sounds good. Maybe this will answer your question. So we're calling it waste, but you're right, there may be items of historical significance that we unearth when we're doing these anomaly removals. So some of the waste streams and potentially historical items that are going to be recovered include things just like metallic scrap/metallic debris, and that's going to be recycled and sent off-site for proper disposal. But there are other items, things that are called MDAS or material documented as safe, which are certified as safe, and once that's done it will be stored in Building A169. And that's on the south side of the SSA. There's also MDAS that requires demilitarization. So there may be characteristics of these items that are proprietary to the military, and those will be sent off-site for demilitarization. And then we get down to the material documented as an explosive hazard and also munitions and explosives of concern. So the difference between those, just if you're interested, is munitions and explosives of concern is the actual item that may be still dangerous. Material documented as explosive hazard could be just a portion of an item or some munitions constituents, chemicals that were inside an item. And so those would all be taken out and removed. And those are going to be transported to Building A180 which you can see also on the slide here. This is an old magazine, Building A180. And then they'll be disposed of through controlled demolition at the OB/OD Range Number 2, which is down here at the lower right-hand side of the slide.

CO-CHAIR HAYES: So even though we've requested repeatedly that items such as the metallic scraps that might have a link or a tie or might be of interest to the public, like Zippos were in the dredge pond -- you know we've requested that those things be preserved or catalogued or evaluated for cataloging, you're definitely just sending it off to the scrap? Even though we've requested that repeatedly?

MS. PAULY: I think I'll let Janet speak to that.

CO-CHAIR LEAR: We have talked to our contractors as recently as today, and indicated to them -- in fact, Brooks [Pauly] and I both looked in the bin.

MS. PAULY: Yes.

CO-CHAIR LEAR: There's not very much in the bin at this point. But they are photographing and cataloging and informing us of anything remotely of interest to the community and to the Navy.

CO-CHAIR HAYES: How would you know? How would you know?

MS. PAULY: Well, they are photographing and cataloging it.

MS. TYGIELSKI: All of it?

MS. PAULY: So we would be able to look at that and we would be able to see what that is.

CO-CHAIR HAYES: And then you're going to keep it after it's reviewed?

CO-CHAIR LEAR: Keep what? I'm sorry.

CO-CHAIR HAYES: The items for future display, future education.

CO-CHAIR LEAR: We're not going to keep every single nail and scrap item, but we're going to review --

CO-CHAIR HAYES: I don't think that's what I said.

CO-CHAIR LEAR: Okay. Well, I'm just trying to clarify. Yes, anything that we determine or others determine is of interest, we are keeping in A169. That is the plan. The contractors have been told that nothing goes off the site without taking photographs and allowing the RPM's to review.

CO-CHAIR HAYES: That's not listed here.

CO-CHAIR LEAR: You're right. That's not a detail that was put on the slide, but that is their direction.

CO-CHAIR HAYES: Okay.

MS. PAULY: But that is a good clarification.

CO-CHAIR HAYES: Great. Thank you.

MS. PAULY: Just to let you know, this is the west side of the island, just to sort of orient you. There we go. This is the west side of the island, and the PMA and the SSA would be off to the side, and SSA would be down here.

Moving right along. I promised that I would define these acronyms that I threw at you earlier. This is our parallel projects. Mare Island was seen, and in particular this MEC NTCRA, the munitions and explosives of concern and non-time critical removal action, was seen as a great opportunity to test new methods and equipment by two groups within the Navy; the Environmental Security Technology Classification Program and the Strategic Environmental Research and Development Program, or the ESTCP and SERDP. And you may remember Herb Nelson came and gave a really electrifying presentation. It was filled with a lot of technical detail, but he just presents things in such a way that it's very interesting. Some of the facts that I

wanted to remind you of from that presentation were that 95% to 99% of metallic anomalies that we see out there are harmless debris, mostly nails and small bits of metal. The goal, of course, for the classification demo was better classification of these anomalies so that we could spend less time and money on debris, and more time finding munitions and getting those excavated. So they use similar sensor technology to the sensors that we used out there in 2006, but what they did was use multiple arrays of these sensors. And so, from different angles they could gather a lot more information and see a little bit more of a 3-D image of the subsurface and the particular anomalies. And Herb's presentation was 30-some slides, so I can't really summarize the whole thing here, but a lot of times they used things like the shape of an item. So if something is symmetric it tends to be more likely to be man-made and to be a munition. So especially if it has two short dimensions and one long dimension. So what we were going to do is gather the field data. In our NTCRA we're actually doing the field data by actually digging the anomalies. What they did last fall, using two different systems of these arrays, was gather data in particular areas of the site, and try to make predictions about what those anomalies would be. Unfortunately, their preliminary results indicate that there might be too much debris at Mare Island to have good predictions, which is ironic because part of the reason Mare Island was attractive for this pilot demo was because there was more debris and a variety of items. So, for instance, in the PMA you see more of the larger items, or we have in the past; and the SSA you see a lot more of the smaller items. And so they had a chance to use their equipment on a wide range. So we'll know more when we hear more from them. So after the NTCRA, we'll be able to give our information of what we actually found to them, and then they can check it against their predictions. Herb and I were just talking the other day, and he said perhaps they'll have some good results with certain types of predictive items, but he's not that hopeful. But we'll be able to report more information, again, when we finish digging the anomalies this fall. And so I'm really hoping that he'll have more information for us to report to you guys next spring.

So items we found to date. These are just an example, but as of about a day ago, the teams had dug at about 200 anomalies, 200 different locations, and they had investigated and had found nine items that have been MDAS, munitions documented as safe. And zero of them have been MEC or MDEH, the actual munitions and explosives of concern. So by my calculation, it's about 5% of MDAS items, and about 0% of the MEC items. So you can see on the left here what we found are some railroad spikes. And this is an example of the photo documentation that we'll see for all of the material. And also here a fuze cover. This is one of the 16 inch ones like we were talking about earlier.

Lastly, looking behind just real quickly. Just discussing the field work that's been done to date. So we did start the mobilization back in early May, as I mentioned, and finished up on May 18th. This is the pre-mobilization and putting in things like the instrument verification strip and the stormwater pollution prevention measures, sometimes called best management practices or BMPs during that week. And the field work was started on May 21st.

And this is a little bit of idea of the schedule. So we've got the mobilization startup. We're in the field work investigation into the fall. Then we'll be doing the final site restoration. And in the completion report we'll know a little bit more about what we found. I think we've had some good discussion, are there any other questions? Yes, Maurice.

MR. CAMPBELL: I have a suggestion. I came out of the world of IBM and IBM was known for acronyms.

MS. PAULY: Yes.

MR. CAMPBELL: And I was in sales management. What I saw in your presentation is a tremendous amount of acronyms. If we could have a page defining the acronyms, it would be good. Because as we go to discuss this with the community, it would make it a lot easier in a discussion.

MS. PAULY: Yeah, I like that idea personally, and I think that's something we could easily do. It would be kind of like -- well we do in reports.

MR. CAMPBELL: Right.

MS. PAULY: We have the acronyms right up front. If people would find that useful, we can certainly add it, maybe to the back so people can refer back to it.

MR. CAMPBELL: Either way. Because as you're speaking, and sometimes you're going rapidly in an area, it would be nice to take a look and see. I know in the world of the Navy everybody understands those acronyms, but people that are not in the Navy do not.

MS. PAULY: It's worth remembering.

MR. CAMPBELL: Thank you.

MS. PAULY: Thanks. Anyone else? I thank you very much for your attention.

CO-CHAIR HAYES: Well, I'm just going to say two other things. One is I'd like to invite the Navy to give a presentation similar to what they did at last year's Mare Faire, either Saturday, August 11th or Sunday, August 12th, a presentation on this project. By then you'll have quite a bit of the work under your belt, and I would hope that, as I've requested about 980 times in the last 18 years, that you would, even if it's on a little cell phone like this, take some video. That's the world we live in now. Pictures are fun and fine, and they sure make you feel good because you just snap it and then you know it's there on a little chip. But people like to touch things, even if it's railroad spikes. I'm here to tell you, you know, squatting as we do at the Mare Island Shoreline Heritage Preserve and at the visitor's center, people come in, and we use the railroad spikes as paperweights so that the wind doesn't blow things away quite so readily, and they look picking up even railroad spikes. So things like that mean something to people. They have a history. They have an imprint, you know, California, Utah, the golden spike, silver spike.

MR. COFFEY: You find a golden spike, don't give it to her.

CO-CHAIR HAYES: No, don't give anything to me whatever you do, because I'm just a squatter there. But just the same, the people, the public, the people you want to engage, you say in this one presentation page that the fact is that 95% to 99% of metallic anomalies are harmless debris. Well, you can take that statement and say, see, therefore there's nothing there. But that's like saying, see, there's nothing productive being done in the Montezuma Hills, there's just sheep out there. There's just -- oh, sheep, that must be an industry, that must be something that is a contributor to Solano County's economic livelihood.

So seeing that there's piles and piles and piles and piles of -- of debris, metallic anomalies is actually comforting to the public if you look at it that way. Wendell said it, "Oh, I sure hope you don't find anything big. I sure hope you don't find anything important." That's a relief to the public; okay? So I want you to start thinking of it in this project, if you would, not in terms of whether you did or didn't find a MEC item to use your acronyms or, you know, "Oh, we just

found some little nails," hey, little nails matter too, you know. But really seriously think about it that way, think about that being an assurance to the public. Especially, you know, this is round two or three or whatever. But then just remember that they're actually legitimately going to be interested in it. That's my experience being there on the ground doing your public information officer work the last 4 years next door at the place we can't talk about.

MS. PAULY: The Mare Island, or the Shoreline Heritage Preserve.

CO-CHAIR HAYES: Yes.

MS. PAULY: I'm allowed to say that.

CO-CHAIR HAYES: Oh, you are? Okay. Good.

MS. PAULY: Yeah, we will definitely be documenting the debris. And I think it's a good point that you mentioned. If we can show the volumes of it, if there's a way to document that and kind of show the scale and the scope. I mean, we can't keep everything obviously.

CO-CHAIR HAYES: No, but you can take photos of your bins.

MS. PAULY: Next to somebody standing there so you can get the scale of it.

CO-CHAIR HAYES: Yeah, sure.

MS. PAULY: I can see how that would be a relief if people understand that that's pretty much all that's out there.

CO-CHAIR HAYES: Well, or zoom in on it. It's interesting stuff. People love to go through scrap piles. So at least give them a visual way to do that with a video.

MR. COFFEY: Yeah, one thing is not to marginalize the danger that might be out there too.

CO-CHAIR HAYES: True.

MR. COFFEY: You don't want to have a display of nails and spikes and say, "This is all that's out there," and then people are looking around going, "Oh, we don't have to worry about anything," and they go out there tooling around and start digging out there on their own.

CO-CHAIR HAYES: Well, that's why we've gone ahead, even though the Navy won't give us any munitions items, we've gone ahead and gone to, amazingly, the shipyard historian, the late Sue Lemons' yard sale. And we got munition items out of the yard sale.

MS. PAULY: What?

CO-CHAIR HAYES: I'm not lying to you.

MS. PAULY: The one who wrote the book?

CO-CHAIR HAYES: The one who wrote the book.

CO-CHAIR HAYES: And lots of other yard sales and EBAY. And we have a pretty nice collection of U.S. Navy ammunition -- certified, of course. But look, Mike's absolutely right, and that's why we are next door every weekend trying really hard to balance the history, the safety concerns, and also downplaying, you know, like it's the same problem with rattlesnakes, I mean, do you talk about 'em or not? I mean you have to.

MS. PAULY: I'm sorry to hear about Sue's passing. That's a loss. Any other questions?

(No response.)

MS. PAULY: Thank you all very much.

III. PRESENTATION: *General Update of Eastern Early Transfer Parcel (EETP), Field Efforts, Summer 2012 – Buildings 636, 121; Fuel Oil Pipelines (FOPLs) in Investigation Area (IA)-C1 and IA-C2; Installation Restoration (IR) Site 15 Third Injection*
Presentation by Ms. Sheila Roebuck (Lennar Mare Island)

CO-CHAIR LEAR: Thank you, Brooks. So for our next presentation, Sheila Roebuck with Lennar Mare Island will be giving us a general update of Eastern Early Transfer Parcel field efforts. And although Neal and Sheila like to stump me with these really, really long presentation titles, I'm going to stop right there.

MS. ROEBUCK: Well, I am Sheila Roebuck, and Neal would normally be here, but he's on a very well-deserved vacation.

CO-CHAIR HAYES: Iceland?

MS. ROEBUCK: India.

CO-CHAIR HAYES: Oh, India?

MS. ROEBUCK: Yeah, he doesn't like to just go, you know, across the state, he goes way far away.

Anyway, when we were thinking about what we were going to talk about during this meeting, we were a little concerned that we didn't have a big program to discuss with you because we've discussed a lot of them. And actually Myrna suggested that everyone might be interested in what we're doing currently. And so we thought about that and we thought, well, let's talk about what we're going to do during the summer. And we have a number of different programs that are ongoing, some small, some larger, but at least this way we can give you an idea of what we're doing. And if you're on the island and you see activity, you have at least a better idea of what may be involved. So for each of the sites we're going to talk about -- just a little bit about the scope of work, and a little bit about the schedule, and a figure to give you an idea of where we are. And you will get to hear about five programs: Building 637 which we've talked about and I'll go over a little bit. Building 121, which is the former power plant. Some fuel oil pipelines in Investigation Areas (IAs) C1 and C2. Installation Restoration Site 15 where there's going to be another injection event. And then, finally, we were going to talk about the Crane Test Area. That's a remediation field effort that is complete, but you probably recognized in the winter we had some drainage problems in that intersection --

MR. QUIGLEY: Still do.

MS. ROEBUCK: -- and we want to talk to you about what we're going to try to do to relieve that. Well, right now because it's not rainy it's hard to say what the extent of the problem is, but we're taking action to try to address it, so we'll talk about that.

And one of the things that I didn't mention here that I will during the other update is we do have a groundwater monitoring event that's also upcoming. This just shows the locations of the sites that we're going to talk about. The two FOPL locations here, that's the IA-C1 FOPLs. These are the IA-C2 FOPLs. This is the Building 121 power plant. The Installation Restoration Site 15

injection area. This is the intersection that we're going to talk about for the Crane Test Area. And then Building 637.

In Building 637, as we discussed, I don't know if it was maybe two RAB meetings ago, there is going to be soil remediation through excavation. We're also going to install some groundwater monitoring wells following the excavation activities. This shows the general layout of the property. This is where Building 637 used to be. All these that are grayed out are buildings that have been demolished, and I'll show you the areas where we're going to do remediation. This is looking from the northwest corner looking southeast. And this is the condition of the site now. The building had been demolished. And if you recall from our presentation before, when contamination was found, the site wasn't restored as we normally would because we knew we were just going to have to dig it up again. So that's why it looks like that. The other thing I wanted to point out is the power plant, so that's the Building 121 area that we're going to talk about later.

CO-CHAIR HAYES: But you do have this site fenced; don't you?

MS. ROEBUCK: Yes, we do. So the five remediation areas are listed here, but I'll show them to you in the slide after next. The soil is going to be cleaned up to Tier 2 residential standards because this is slated for residential reuse. The target contaminants are total petroleum hydrocarbons, benzo(a)pyrene, and metals. And this shows the remediation areas. The locomotive turntable area is here. The hydraulic hoists are these little purple features along the southern portion of the building. This is the former service island area. This is the area where we had what we thought was a small contamination issue here, but when we did the site characterization work a few months ago, we discovered that we had a bigger issue than we thought. And then, finally, there's some abrasive blast material that we observed here that we will address.

The other thing that I wanted to mention about this site is that we hope to do the site restoration using soil that is already on the island. We have soil piles which you've observed, and we're trying to use those to get rid of them and reuse them appropriately. And that sampling for reuse actually occurred this week. And the request for approval of reuse will come to Janet [Naito (DTSC)] in probably the next couple of weeks.

CO-CHAIR HAYES: One of the Architectural Heritage commissioners calls them polka dot piles because they have the white sandbags on the black.

MS. ROEBUCK: Right. The IR-15 area is going to look like a polka dot area as well. The excavation we are hoping to begin on June 27th. We want to make sure that we have the backfill issues resolved before that, so that's why I say late June or early July. The remediation is expected to last about 6 weeks, so that's the longest duration field event that we have planned for the summer.

This is not a great slide, but I wanted to give you just the sense of the Building 121 footprint as a whole, and the area where Rooms 101 and 103 are where we intend to do some field work this summer. And it's going to be in the areas that you see here. And there were pieces of equipment in these rooms that we think leaked. In any case, there were oily stains on the floor, and they were sampled because there was concern about PCBs there. The PCB issues have been resolved, but there remained a concern about total petroleum hydrocarbons, and so that's what we're going to be investigating. And the areas that are shown in green here are the areas where the previous

samples were taken, and approximately where we expect to sample in the upcoming field work. But when you study this and I'm sure some of you would notice that it looks like these dots are away from or not in the center of some of the stained areas. And that is a problem that occurred because of the way that the graphics were done. The aerial photo versus an actual surveyed location moved those locations a little bit, but I want you to be comfortable that when we do the sampling we are able to sample in the same locations that CH2M Hill sampled in because we can see the dots on the concrete from where they took their samples and their work was biased towards the most heavily stained areas. What we intend to do is collect concrete cores through the foundation of the building and to take samples at the upper part of the core. And if we see staining throughout the core, in addition to the sampling or the analysis of the cores, we will also analyze soil samples. We are going to collect soil samples in any case and retain them, so that if a lower portion of the concrete core shows that there was contamination there, then we'll have the soil samples available that we can analyze those as well. The target analytes are, as I mentioned, total petroleum hydrocarbons as diesel and motor oil. The information that we have that actually hasn't even been sent to the regulators yet indicates that the prior work showed that there was not a gasoline issue there. We will also analyze for polyaromatic hydrocarbons and metals. The sampling we expect to occur in June, provided we get agreement from the regulators that we can implement the program. And we're hoping to do that sometime in the next 30 days. The work itself can be done within a week, so it's a very small effort, but one that we hope that we'll get through this summer.

CO-CHAIR HAYES: Sheila, what's your reuse plan for that building and what are you cleaning up to there?

MS. ROEBUCK: It's a commercial reuse.

CO-CHAIR HAYES: Commercial, not industrial?

MS. ROEBUCK: Well, commercial/industrial reuse is --

MR. COFFEY: Same difference.

CO-CHAIR HAYES: The same?

MS. ROEBUCK: Same, yeah. So the two areas where we have investigations of FOPLs going on are in IA-C1 and IA-C2. In IA-C1 we've already done some site characterization and we're continuing that effort with monitoring of groundwater in nine wells. We'll do the second round of that. And we are going to complete, we hope, the assessment of the FOPLs in Investigation Area C2. This shows what we found in Investigation Area C2. We had hoped to locate the FOPLs, fuel oil pipelines, and we did that. So now that we know where they are, we need to know how far they go, whether they've leaked, and so we have to work with the regulators to determine what our best approach is to the follow-on work. And again we hope to do that this summer. We know when we can do the groundwater monitoring, but the schedule for the IA-C2 work hasn't been defined yet because we haven't come to an agreement with the regulator about the best approach to take as the next step.

IR-15, I know you have talked a lot about that with Neal over the last couple of years. Our expectation is that hopefully this summer, within the next couple of months, we'll have our third injection event to further enhance the remediation there. We'll inject the materials to help break down the contamination. As we do that, it causes the groundwater to mound and we extract groundwater to control that. And we monitor in various locations to make sure that we

understand what's going on in the subsurface as well as we can. Following the injection event, to monitor how successful we were with the additional remediation, we will monitor at 30 day and 60 day intervals.

CO-CHAIR HAYES: Still going to be cheese whey?

MS. ROEBUCK: Yes. This is just the general area of the plume that I'm sure you've seen before, and the permeable reactive barrier wall that is another feature of the remediation. This just shows very generally how many points there are where work goes on, and you can see the strait in the background. The update that you have also has another photograph of this that shows how many dots there are in the area. The injection we plan to do in mid-July. Again we have some discussions that we need to have with the regulators about the best approach, and to respond to the comments that they have given us about how we might modify some of the injection work that we're going to do. Provided we can resolve all that, we're hoping to do the actual injection event in mid-July.

The Crane Test Area drainage -- and you will probably notice that I try to say this intersection, it's not just the Crane Test Area, but we have, like you, significant concerns about this intersection because before remediation was done in this area, and I mean remediation that occurred in about three areas of the southeast part of that intersection, the southwest part of the intersection, and the Crane Test Area which is on the northwest part of the intersection, all three of those areas have had remediation. In this area there was, if you'll recall, the excavation for the Defense Reutilization and Marketing Office (DRMO) contamination of petroleum that Weston helped Lennar Mare Island (LMI) with. And at this approximately similar time, the Navy had done work in this portion of the area to remove contamination. LMI with Weston in this area, and CH2M Hill in this area. We capped the area here. There was excavation and site restoration. In all of those cases what we think happened is that because the restoration allowed for greater compaction and there weren't little potholes in the areas where water could flow in, that the water now tends to flow more toward the intersection. And so we believe that one of our challenges, at least, is that we need to promote drainage away from that intersection. And we did a little bit of that this winter, but we think we need to do more.

So this is the Crane Test Area. This is the Navy property at the DRMO to the south. This is the area where Building 637 is about down here. And the excavation for the TPH (petroleum hydrocarbon) contamination was here. So what we've talked to Weston about, and I have to really give kudos to Weston because they were so helpful to us when we knew that we had this problem, we called Dwight [Gemar (Weston)] and we asked him if he could help us to at least dig some small swales to promote drainage away. And he really responded in a way that was very helpful to us and to the community as a whole. So what we did this winter, and we had talked to Myrna about this too because we knew that people would be asking, was put a little swale through here. There had been a road that was -- and road is maybe a little grand, but it was just a little access area that --

CO-CHAIR HAYES: A gravel ramp maybe or something.

MS. ROEBUCK: Yeah. And there had been a storm culvert under that area that would have allowed water to go through that wasn't replaced at the time that the remediation was done. And so what Weston did was to help us to just dig a little area here so that some of the water could flow in this direction and sort of naturally on its historical water course. And that did help some, but we are going to replace that culvert so that that drainage will be improved. And you can see

here we're going to have little swales dug so that we can promote drainage in the way that it has historically gone. And the Navy and Weston have also talked about doing that on the Navy property so that can also help. This winter, we dug a little swale in this area that would allow for drainage from this side of the road to be directed in this area, and when it gets to the railroad tracks it tends to infiltrate. Ultimately Lennar Mare Island, as part of the infrastructure upgrades, is going to modify the location of Azuar Drive and all of the subsurface infrastructure will be replaced. But for now, these are the fixes that, when we discussed it with Vallejo Sanitation and Flood Control District, we thought would help. Now, we can never test it until we get a big rain, because it doesn't seem to happen except when we get a pretty high intensity event. But those are the actions that we're going to take this summer.

CO-CHAIR HAYES: Sheila, I am in that vicinity quite a bit, as are I think everyone who lives on the island. And I did see just a tremendous diversion of water the minute that Weston did those little removals and everything. But if you went back to that slide for just a second.

MS. ROEBUCK: Yeah.

CO-CHAIR HAYES: Water still hangs up in kind of a low spot right where it says A Street, kind of right over there.

MS. ROEBUCK: There, yeah.

CO-CHAIR HAYES: And that just seems like there's some subsidence actually in the whole -- I mean, remember, this is all fill people, you know.

MS. ROEBUCK: You're right.

CO-CHAIR HAYES: So you should enter Mare Island at your own risk. I mean when there's -- I really have just asked for people to be made aware that there was -- that there was surface water. I don't think you can make all surface water go away in a system that's just over time had subsidence in different places. I mean you can't, in this current economy, just go around improving roads; if you did, you'd be showing up the other side of the town, you know. So I think there's tremendous improvement. But the main corridor has improved greatly where people are, you know, traveling at some pretty high rate of speeds which makes for that hydroplaning concern. But that A Street --

MS. ROEBUCK: This area.

CO-CHAIR HAYES: -- is sort of a sinkhole in that area. But it doesn't seem to be so heavy that it flows back in and fills in that intersection in my experience.

MS. ROEBUCK: Yeah.

MR. COFFEY: Sheila, I grew up in the Midwest, dig a ditch.

MS. ROEBUCK: Well, and that's what these swales are.

MR. COFFEY: Dig a ditch.

MS. ROEBUCK: Well one of the concerns honestly, and we talked to Janet Naito about this, was because this area is now capped, for us to dig here we have to dig a little bit through the cap. But if you recall, when that cap was designed, it was designed with a 3 foot cap. And really the goal there is to inhibit exposure. So we don't need a 3 foot cap for that. Things like that are why the cap is as thick as it is, for that and for landscaping and so forth. But as a result, Janet [Naito]

agreed with us that we could go ahead and dig there. But we don't want to do things like that until we talk to the regulators about it because we don't want to have a concern about the integrity of the cap. Yes, Paula.

MS. TYGIELSKI: May I ask how deep the water gets at this intersection?

MS. ROEBUCK: I don't know the answer to that but it's far --

CO-CHAIR HAYES: It doesn't get as deep now as it used to.

MS. TYGIELSKI: Because there are portions of Benicia that are actually below sea level and I've seen cars sink.

CO-CHAIR HAYES: They go too fast here to sink.

MS. TYGIELSKI: They hydroplane.

CO-CHAIR HAYES: They just sail.

MS. TYGIELSKI: I've seen cars and pickups sink on K Street.

CO-CHAIR HAYES: Well, the other thing about the cap though is, at least I remember that that whole Crane Test Area didn't used to be higher than the road, it used to be lower than the road. So you're just getting a certain amount of drainage off of that cap just in itself.

MS. ROEBUCK: Yeah. It's not taking water now, it's providing water.

CO-CHAIR HAYES: Right.

MS. ROEBUCK: So I think that's a really good point. And that's actually something that the City's engineer brought up too.

MR. COFFEY: After the fact.

MS. ROEBUCK: Well, she was new, you know.

MR. COFFEY: God forbid, she was new.

MS. ROEBUCK: And the work that is going to be done will be done when Weston is here doing some other work, but certainly before the rains begin, provided we don't have something really weird weather-wise.

MR. COFFEY: Or an earthquake and it all liquefies.

MS. NAITO: That's compaction.

MR. COFFEY: Liquification would be a little bit different.

MS. NAITO: It will just shake it up.

CO-CHAIR HAYES: We have too much junk in there to liquefy. I just want to know, maybe I mentioned this when we had our little conversation -- thank you, this was a really good presentation, it was exactly what I had in mind. Maybe I didn't mention this. When do you think you'll be closing up some of these investigation areas, wrapping them up and getting them ready for transfer? Do you have any light at the end of the tunnel on any of them?

MS. ROEBUCK: Well, we're --

MR. COFFEY: Talk to Janet.

MS. ROEBUCK: Yeah, it is up to Janet, but it's up to all of us to come up with solutions that can work.

CO-CHAIR HAYES: I can relate.

MS. ROEBUCK: But our goal right now is for the whole area, I would say we're shooting for 2015.

MR. COFFEY: Dang.

CO-CHAIR HAYES: Really?

MS. ROEBUCK: But I will tell you that before that there are areas that we can close much more quickly. One of those is the portion of Investigation Area D1.3 that includes the Success Center.

MR. QUIGLEY: Oh.

CO-CHAIR HAYES: Oh.

MS. ROEBUCK: We still have ongoing challenges with respect to Building 84, and the historic shoreline there at D1.3. So not that whole area we'll close, but what we can close we will, and we hope to do that sooner rather than later. The other thing that we think can come very quickly would be the Crane Test Area itself, so that's Investigation Area B.1. The other areas have ongoing work, so they're going to come in dribs and drabs. But we are really hoping that we are going to have quite a bit of work closed out within the next two years. Not all of it, but we hope to be aggressive with the closures and to get them because we've done all the remediation we need to do.

CO-CHAIR HAYES: Okay.

MS. ROEBUCK: Thank you.

CO-CHAIR LEAR: Thank you, Sheila. So we are at our first public comment period. Is there any public comments?

(No response.)

MS. ROEBUCK: Okay. No public comments. It's time for our ten minute break.

(Thereupon there was a brief recess.)

IV. ADMINISTRATIVE BUSINESS (Myrna Hayes and Janet Lear)

CO-CHAIR LEAR: Okay. So we are at administrative business. As always, if you have any comments on the minutes, get those to Myrna or myself. Did you have any? Okay. So we are onto our focus group reports. Community report, Wendell.

V. FOCUS GROUP REPORTS

a) Community Report (Wendell Quigley)

MR. QUIGLEY: Yes. Now that I've taken another position with the DVRD, and they meet on the second and fourth Thursday, I feel that I should revoke myself from this community board so that you can put someone who is going to be here each month or every other month or whenever you have it.

MR. COFFEY: More regularly.

MR. QUIGLEY: More regularly than I.

CO-CHAIR LEAR: So are you saying you don't want to be the community focus group?

MR. QUIGLEY: I think it would be to the best interest of the RAB that I bow out, and allow someone to take that position.

CO-CHAIR LEAR: Okay.

CO-CHAIR HAYES: Are you going to stay on the RAB?

MR. QUIGLEY: Yes, I'm going to stay on the RAB.

CO-CHAIR HAYES: Cool. All right.

MR. QUIGLEY: I don't know how often I can come, but it's been a learning experience this last six years.

MR. COFFEY: So basically you have nothing to say now.

MR. QUIGLEY: I have nothing to say.

MR. COFFEY: At this time.

MR. QUIGLEY: Gil's going to do it for me.

MR. COFFEY: Jerry's not here.

CO-CHAIR LEAR: Jerry's not here, so technical group report.

b) Technical Report (Paula Tygielski)

MS. TYGIELSKI: As usual, nothing to report.

c) City Report (Gil Hollingsworth)

CO-CHAIR LEAR: Gil, City report.

MR. HOLLINGSWORTH: I have nothing to report.

d) Lennar Update (Sheila Roebuck)

CO-CHAIR LEAR: Lennar update.

MS. ROEBUCK: I pretty much stole my own thunder. Everything that's been talked about is on this sheet.

CO-CHAIR LEAR: So we have her lovely handout, but she's not going to be giving us any further comments.

MS. ROEBUCK: Correct.

e) Weston Update (Cris Jespersen)

CO-CHAIR LEAR: Okay. Weston update.

MR. JESPERSEN: Well, we do have a lovely handout as well, so I'll walk through it very briefly. First off we've got the status of a number of documents that we either recently submitted to the Navy for review, that we're addressing Navy or agency comments on, or that we're currently preparing to go out to Navy agencies. And I wanted to touch on two of the documents. One is the Western Early Transfer Parcel Second 5-Year Review, and the other is the First 5-

Year review for Investigation Area A-1. And I guess we wanted to discuss briefly what is a 5-Year Review. A review is required to ensure that the cleanups performed by DTSC are protective of human health and the environment. The review includes inspecting the site, examining monitoring data, operating data, and maintenance records. New regulatory requirements established since DTSC's cleanup decision was finalized are also identified. This entire process is repeated every 5 years. And the final Western Early Transfer Parcel remedy included land use restrictions, site inspections, construction of an engineered walkway, removal of contaminated sediments, and sediment monitoring. And the Western Early Transfer Parcel Second 5-Year Review is going to cover October 2007, through June 2012. And as you can see, that document was just submitted to the Navy for review recently.

And the other document, the Final Investigation Area H1 Remedy, included construction of the 72.7 acre landfill containment area, removal of hot spots and soil in the surrounding 157 acre area, and restoration and replacement of wetlands impacted by these activities. And the Investigation Area H1 5-Year Review is going to cover the period of January 2007 through June 2012.

Next up is a discussion on the Investigation Area H1 containment area, perimeter groundwater leachate collection status. And we continue to operate the former landfill perimeter leachate collection system. The flow rate of recovered groundwater of leachate is going as low as 2 gallons per minute for the 7,100 linear feet of trench. And in comparison, when we first installed the trench we were extracting upwards of 40 to 45 gallons a minute from the trench. So the fact that we've put the cap over the landfill now and restricted the ability of rainflow to get in there has really dramatically reduced the quantity of leachate that we're finding. So again, the flow rate is expected to remain very low since the containment area cap prevents rainwater from recharging into the area. And the perimeter bentonite slurry wall restricts lateral migration of contaminants of groundwater in or out of the containment area.

And last item is the Investigation Area H1 maintenance activities. The mowing of vegetation was performed within the H1 containment area for weed control. Mowing was also performed in upland areas outside of the containment area. The hydroseeding of these areas with native grasses at the end of the remediation activities has resulted in a well established ground cover. We also created 8 acres of wetlands within Investigation Area H1, and these wetlands have continued to develop into high value habitat for migratory birds, raptors, and salt marsh harvest mice. We will conduct the fifth annual quantitative survey of vegetation coverage and plant species in June. Depending on the results of this survey, the surveys may be discontinued, or the frequency reduced, or additional measures implemented to achieve the performance standards. And that's all we had to report for this month. Any questions? Sure, Wendell.

MR. QUIGLEY: When this is done compacting, how much do you expect it to subside?

MR. JESPERSEN: We actually have some monuments that we installed when we constructed the landfill cap to measure the subsidence, and it would be better if Dwight [Gemar] were here because I'm really talking off the top of my head, but in some areas it subsided several inches, and most of that happened early on. Essentially, as part of constructing a landfill, you have to compact the entire area, and you surcharge it with all the additional cover we put on top of it. So once that stabilizes we don't expect to see massive subsidence.

MR. QUIGLEY: Thank you.

MR. JESPERSEN: And I believe we actually report that as part of the O&M plan to DTSC.

MS. NAITO: I look forward to it.

MR. JESPERSEN: Thank you.

f) Regulatory Agency Update (Janet Naito, Elizabeth Wells, Carolyn D'Almeida)

CO-CHAIR LEAR: Regulatory update.

MS. D'ALMEIDA: I guess I'm up first. Well, in the last couple of months we've closed out PCB status on about five of the old magazines down in the Production Manufacturing Area, and also the Substation G which is right inside the gate right next to the Shoreline Heritage Preserve building. And today I went out and inspected another five sites, PCB sites, for closure. So I've got some more letters that I need to write.

CO-CHAIR HAYES: Did you actually say that you closed Substation G?

MS. D'ALMEIDA: We have actually sent a closure letter, yes, on Substation G.

CO-CHAIR HAYES: That is the end of a long legacy of silliness, good for you.

MS. D'ALMEIDA: Yeah, it's done.

CO-CHAIR HAYES: And whoever did it, I mean I can never keep track of who the owners were and whose responsibility the responsible party was. So thank you.

MS. NAITO: Which one was Substation G?

MS. D'ALMEIDA: It's right inside the gate. A25 and A19, A912, something like that.

MS. NAITO: Okay. Over the past 2 months we've been trying to focus on those activities necessary to get people out doing field work on both the Lennar and Navy project. And we've been pretty successful. As you saw from Sheila's note, they are planning to get out in the field on Building 637. We've also approved the Navy's work plan for their munitions non-time critical removal action activities. And we have, although it shows on their form that we're a little behind in issuing comments on a number of documents that we plan to catch up to next month. I think that's it. Oh, and we did send out a letter of concurrence to the city on EPA's work for Substation G. So that hopefully they will be able to resolve their existing arguments with the Navy on whatever it is they had filed on.

MS. WELLS: Okay. So the Water Board. We concurred with the Navy on their request to close one of the underground storage tank sites. We've been reviewing documents, and I have been working on transitioning a majority of the Eastern Early Transfer Parcel sites to our new case manager Adriana [Constantinescu], right there. But the main thing that I wanted to do was I brought a copy of the "Pulse of the Estuary," I think I mentioned it last RAB meeting. This is an annual publication that comes from the San Francisco Estuary Institute. I think I say this every year. It presents their report on the annual monitoring program for water quality that they do around the Bay. And so it includes the results and status information and trends, and it focuses on some specific chemicals, mercury, PCBs, polychlorinated biphenyls, PBDE's -- I don't even know what that stands for, isn't that terrible? And then every year they do some articles and they focus on one specific aspect of the bay. So this year they talk about the pollutant effects on aquatic life. So it's a really fabulous publication. And one of the things I wanted to highlight on page 32, and I brought copies for everybody, it has the PCBs results for the Bay. And if you

look, you can see where Mare Island is in some of these little tiny maps that are in here, and see the water quality in the vicinity of Mare Island. So that's it. If you have any questions or you want more, if there aren't enough copies, I can always provide more. Thank you.

MR. QUIGLEY: Where's Mare Island?

MS. WELLS: It's right here. It's right there.

CO-CHAIR LEAR: Elizabeth, it's polybrominated diphenyl ethers.

MS. WELLS: Thank you. Those are fire retardants.

MS. PAULY: They are fire retardants, yeah.

MS. WELLS: So they used to be in mattresses and children's pajamas.

MS. PAULY: And wedding dresses.

MS. WELLS: That's right. And now they're in breast milk.

(Thereupon there was simultaneous discussion.)

VI. CO-CHAIR REPORTS

CO-CHAIR LEAR: Okay. Now, we have the Co-Chairs' reports. So during this last month the major effort, of course, has been the non-time critical removal action at the PMA/SSA that Brooks [Pauly] spoke about. The Navy has also started some work in two buildings of radiological surveys. We have a bucket of strontium-90 deck markers that has been stored in our Radiological storage building for some time now, but it is the only thing that was keeping one of our parcels from transferring, so we are moving that to a building on the South Shore Area to allow Parcel X-B(3) to transfer. And in order to do that, the building it's going to, Building A161, we need to do a baseline survey of that building. Then we move the material to the new building, and we do a closure survey of the building that it was stored in. Those surveys will continue through the end of June.

MR. RASMUSSEN: Janet, just a question about that. What do you expect to happen with that bucket eventually?

MR. COFFEY: Yeah, why you holding onto them? Or is that Myrna's fault?

CO-CHAIR HAYES: Yeah, what were you thinking you could do with 'em?

CO-CHAIR LEAR: The vast majority of the deck markers that have been found on Mare Island have been radium-226, which there are plenty of disposal areas to send radium-226 to. For whatever reason, in the past couple of years it's been very difficult to find disposal facilities that will take strontium-90.

MR. COFFEY: I have a suggestion, send it to Iran, they want to do everything with it.

CO-CHAIR HAYES: North Korea.

CO-CHAIR LEAR: So this has been an ongoing problem with our Radiological Affairs Support Office, and with Department of Public Health to find a location to send these items. It's not just Mare Island, there's similar issues at Hunter's Point and various other bases. So until we can find a disposal location, we're holding that on-site in the appropriate facilities with the appropriate monitoring and inspections.

MR. COFFEY: Wow, bummer.

CO-CHAIR LEAR: I'm sure it will be resolved, it's just not an easy, quick process, And we do have weekly inspections of the building that contains material and it's approved by our Radiological Affairs Support Office and the Department of Public Health.

So document submittals. The Navy has submitted seven documents during the reporting period, including the final work plans for the non-time critical removal action and the work plan for the building surveys I just spoke of. We received comments or concurrence from Department of Toxic Substance Control on four documents; from the Water Board on two, and that includes the concurrence on UST A-266S. And then we also received concurrence from EPA on four reports, four PCB reports.

Special note, and some of you may have picked up one of the little announcements on the table. Last time we met I told you that the IA H1 restoration team received the Secretary of the Navy and the Chief of Naval Operations Environmental Award. The winners of those two categories get automatically entered into the Department of Defense Environmental Award list. And we received the award for that as well.

MR. COFFEY: Sweet.

MR. COFFEY: Is there a cash award?

CO-CHAIR LEAR: Of course not. But it's a big honor. Our BRAC office, PMO West, has never won this award before. And as I have spoken many times, it's a team effort. The RAB was very, very much involved, Myrna especially. And everyone should be very, very proud of all of the work and the acknowledgements from Washington on that project.

MR. COFFEY: I think you should make the trophy out of strontium-90.

CO-CHAIR LEAR: So at the next RAB meeting we'll have a little celebration after we actually receive the award. So we're all excited about that.

I also wanted to let you know that I had a couple copies of our field schedule at the meeting last time, but I brought more copies and put them on the table with the RPM's name and number just so you know what's coming up for us, just like Sheila was talking about for Lennar. And you will note on our little field schedule that there are some dash lines and it looks like name changes going on in here; like the first one is Marie Dreyer slash Reggie Paulding. And that's because I have a sad announcement, Marie is leaving us.

MS. NAITO: She's deserting us.

CO-CHAIR LEAR: She's leaving us to go work on an active base, China Lake. And Reggie's taking over some of her projects, and a new RPM will be coming to join us, Chris Dirscherl. He hasn't actually started with us, but I'm sure he will be at the next RAB meeting. So he will be coming to help us out there as well. So we're very sad. And everyone signed a card for you, Marie.

MS. DREYER: Thanks, everyone.

CO-CHAIR LEAR: You'll be missed.

MR. QUIGLEY: There's money in it.

MR. COFFEY: Strontium-90.

MS. DREYER: Uh-oh, I better put that in the bucket.

MR. COFFEY: Take it with you.

MS. DREYER: Thank you.

CO-CHAIR LEAR: I also want to introduce Bryce Bartelma, he's also a Navy RPM and he's going to be helping us out as well. Not on any of these particular projects, but on general oversight on some other items. So that's all for the Navy. Myrna.

CO-CHAIR HAYES: Well, first of all, thank you to Gil for the strawberry shortcake.

MR. COFFEY: Thank you.

CO-CHAIR HAYES: That's become a tradition about this time of year, and we really appreciate it.

MS. TYGIELSKI: Well appreciated.

MR. HOLLINGSWORTH: It's a little early because the strawberries really aren't good yet.

MS. NAITO: Well, you can bring some again next time.

CO-CHAIR HAYES: So you want to bring some more another time? Okay.

MR. HOLLINGSWORTH: We have cake next time.

MS. WELLS: The time after that.

CO-CHAIR HAYES: Okay. I'm up for that.

MS. NAITO: Wendell wants to bring brownies, remember.

CO-CHAIR HAYES: Strontium-90 Brownies, we'll have a lot of uses for those.

I'd also like to offer that I recently met the family of the Officer in Charge, as they were called, at the Naval Ammunition Depot years 1967 through 1969. So if there's anybody here who would find it of value to talk with the commander or the Officer in Charge of the NAD for those years when they re-upped --the PMA, after the Korean War they had not manufactured munitions, at least according to his family, and it was his job to bring the PMA back on-line for the Vietnam War. So that might be something that might be of interest to somebody.

And I think the only other thing that I have is a set of flyers you can grab. It does say that the Preserve hours -- we are normally open Friday, Saturday, Sunday, and holidays, 10:00 a.m. to sunset -- this does indicate that we're open 6:00 p.m. to 9:00 p.m. on Fridays, hopefully through part of June, and that we'll be able to open beginning the 4th of July week just for that week every night, every day for the lighted trail walk and the fireworks viewing.

We viewed the fireworks from the Gate Bridge the other night, my volunteers and I, and it was pretty cool that we could see them all the way from Mare Island. And we now know what blocks our view of part of the bridge, and that's Angel Island. It was really, really spectacular.

And so I want to invite you out on Tuesday evening when we hope the Navy and its contractors will be able to accommodate us for a planned viewing, only time in your lifetime, of the transit of Venus between the earth and the sun. So that will be from Tuesday, June 5 from 5:00 p.m. to 9:00 p.m. And bring picnic lunches and whatever.

So we have a lot of other things taking place at the Preserve, most significantly in my mind, besides the transit of Venus, which I guess you could view from most anywhere, but it will be a great view from the top of the hill, is the 120th Anniversary Memorial Commemoration of the USS Boston -- the explosion at the Naval Ammunition Depot on June 13, 1892 that killed 15 young sailors from a protected cruiser USS Boston. We have invited the Travis Air Force Base honor guard to be present. And they typically are able to attend if they don't have their higher calling, you know, the need to be the honor guard for an active or a burial. And the docent for the cemetery, Peggy O'Drain, will be giving a presentation. And I would just encourage you to come out. Keeping the story of the Naval Ammunition Depot alive is important for no other reason but that people like these young men gave their lives in service of the U.S. Navy and of the United States.

And also because as soon as we forget that it is a former Naval Ammunition Depot, we set ourselves up for something like Tierrasanta which is what we're hoping will never happen at Mare Island, but it will only never happen, as was learned from the investigation about the two young boys who were killed at Tierrasanta, the only reason or the primary reason why they were killed is because the education program disappeared after the developer initially, of the properties near San Diego, said, "Hey, we'll do this and we'll do that. We'll have the fire department. We'll teach 'em in schools. Every homeowner is going to know exactly what's going on down on their property, and they'll know how to be safe." And for the first generation of homeowners that was the case, and then people forgot. So as I've told the Navy the last few weeks, I reiterated it's incredibly important to me, if you are tired of me talking about this topic, then you can join in with me and talk about the topic too, because it's never going to go away, and I'm never going to go away until, you know, that magic day when we all do. This topic is always going to be talked about, you know, that's my commitment to you and to this community. And I'm not, on my watch, going to slack and have something happen like happened at Tierrasanta, it's just not going to happen. So I'm totally in support of anything that you and anyone else can do, regulators, City staff, Navy, community members to ensure the protection of this community. They all said amen.

CO-CHAIR LEAR: Okay. Thank you everyone for coming.

CO-CHAIR HAYES: Oh, wait, we have another public comment period; do we not?

CO-CHAIR LEAR: We do, sorry. Public comment period.

MR. CAMPBELL: Yes, I'd like to make some public comments. As the newest member of the RAB Board there should have been an orientation and an orientation packet to get me up to speed, one.

CO-CHAIR HAYES: You didn't get one?

MR. CAMPBELL: No, I didn't receive one. Number two, all bases, I met with an Under Secretary of the Navy at city Hall, San Francisco. There's supposed to be a BCP, is there one for this base, a base cleanup plan?

CO-CHAIR LEAR: Yes.

MR. CAMPBELL: Yes? Can I see it and when can I see it?

CO-CHAIR LEAR: I will look into that and get you one.

MR. CAMPBELL: Okay. There's been some things that have been going back and forth with the community. I want to give you a copy of the Restoration Advisory Board implementation guidelines, 1994. Each of the RAB members should have that because the Restoration Advisory Board charter was made off of that. And oh, by the way, I was a co-chair of an installation called Hunter's Point shipyard with radioactive effects, so I want to point out, so I do know something about RABs. There is a series of websites that have to do with Mare Island, with the Navy, those sites are not working. I'm giving you copies to those links. So can you check into that?

CO-CHAIR HAYES: Didn't you have this happen before, Mike?

MR. COFFEY: Yep. Two years ago.

MR. CAMPBELL: That's public information.

CO-CHAIR HAYES: Two years ago, that was a long time ago.

MR. CAMPBELL: Okay. Thank you. Those are my public comments.

CO-CHAIR HAYES: You know, I forgot something. That is that I was in receipt of a CC from Maurice requesting a FOIA, Freedom of Information Act, request to the Navy for the expenditures of money since the base closure in environmental cleanup, and what portions of the contracts or the funds have gone to the local community. And I know that Janet and Maurice have had conversations about that topic here in the Restoration Advisory Board meetings. And it's unfortunate, to me anyway, because the RAB is for early and often communication regarding environmental cleanup, that you felt that you had to use the FOIA process. But it's certainly there, and I'm happy to see that you have used it if you didn't get the information you needed through this forum. But it also tells me that maybe I'm falling down on the job for not having helped you and the rest of the community members to get that information, so I apologize for not having worked more diligently.

MR. CAMPBELL: I'd like to make a comment. Newsweek has written up Vallejo as one of the -- I think the third highest in foreclosures, and one of the ten most miserable cities to work in. So anything that we can do for the community in helping them, it's very, very important. And my request is to see how many benefits over the years have gone to the local community. And I'd like that information. I did copy the White House. A friend of mine is counsel from the White House to the Senate, so we'll get some answers. Thank you. And, oh, here's some copies of the FOIA if anybody wants them.

CO-CHAIR LEAR: Okay. Thank you everybody for coming.

(Thereupon the proceedings ended at 9:17 p.m.)

LIST OF HANDOUTS:

- Presentation Handout – Production Manufacturing Area/ South Shore Area (PMA/SSA) Munitions Non-Time Critical Removal Action (NTCRA) Update – Fieldwork
- Presentation Handout – General Updated of Eastern Early Transfer Parcel (EETP) Field Efforts, Summer 2012
- Presentation Handout – Features within the Eastern Early Transfer Parcel (EETP) – CH2M Hill/ Lennar Mare Island

- Presentation Handout – Mare Island RAB Update May 31, 2012 – Weston Solutions
- Navy Monthly Progress Report Former Mare Island Naval Shipyard May 31, 2012
- Mare Island Draft Field Schedule
- Mare Island Shoreline Heritage Preserve Handout
- FOIA Request – Maurice Campbell