FORMER NAVAL AIR STATION MOFFETT FIELD
RESTORATION ADVISORY BOARD MEETING
BUILDING 943, EAGLE ROOM
MOFFETT FIELD, CALIFORNIA

NOTE: An acronym list is provided on the last page of these minutes.

Subject: RAB MEETING MINUTES

The Restoration Advisory Board (RAB) meeting for former Naval Air Station (NAS) Moffett Field was held on Thursday, 12 November 2009, at Building 943 in the Eagle Room at Moffett Field, California.

Community RAB Members in attendance:
Gabriel Diaconescu, Libby Lucas, Stewart McGee, Bob Moss, Ralph Otte, Lenny Siegel, Steve Sprugasci, Peter Strauss, and Dan Wallace

Regulatory Agency, City Representative, and Navy RAB Members in attendance:
Sarah Kloss (U.S. Environmental Protection Agency [EPA]), Alana Lee (EPA), Kathy Stewart (Navy), Elizabeth Wells (San Francisco Bay Regional Water Quality Control Board [Water Board]), and Kevin Woodhouse (City of Mountain View Assistant to the City Manager)

Other Navy, Regulatory Agency, National Aeronautics and Space Administration (NASA), and Consultant Representatives in attendance:
Bruce Birney (Techno Coatings Inc.), David Braungardt (AMEC Earth and Environmental, Inc. [AMEC]), Don Chuck (NASA), Dr. Ann Clarke (NASA), Lauren Cason (Sealaska Environmental), Julie Crosby (Navy) Viola Cooper (EPA), Deborah Feng (NASA), Mark Hightower (NASA), Carolyn Hunter (Tetra Tech EM Inc.), Angie Lind (Navy), Jennifer Morris (NASA), Gary Munekawa (Navy), Eric Reitter (AMEC), Luis Rivero (AMEC), Jen Shira (Katz and Associates), George Sloup (NASA), Mike Schulz (AMEC), Keith Siuda (NASA), Bobby Smith (Nuprecon), and Chuck Whitehead (Techno Coatings Inc.)

Other Community Members in attendance:
Beth Bunnenberg (Save Hangar 1), Laura Casas-Frier (Foothill DeAnza Community College), Larry Ellis, Linda Ellis (Save Hangar 1), Lian Eoyang (Harvard University), Gus Holweger (Airship Ventures), Gary Hinze (Academy of Model Aeronautics), Georgina Hymes, Vern Lowdon (Carboline Company), James Mason (Orton Development), J.V. McCarthy, Jack Nadeau (Save Hangar 1), Martin Rawson, Jeff Segall, Charles Sinclair, Duncan Simmons (Midpeninsula Regional Open Space District [MROSD]), Terry Terman (League of Women Voters), Greg Unangst, and Steve Williams

WELCOME

Bob Moss, RAB community co-chair, and Kathy Stewart, U.S. Navy Base Realignment and Closure (BRAC) Environmental Coordinator (BEC), opened the meeting at 7:05 p.m. and welcomed everyone in attendance. Mr. Moss then reviewed the agenda for the evening.

APPROVAL OF MEETING MINUTES

Mr. Moss asked for additional corrections to the 9 July 2009 meeting minutes. Mr. Moss said he wanted to correct "$24 million" on page 3 to "$22 million" and change "feet" to "foot."

Kevin Woodhouse (City of Mountain View Assistant to the City Manager) asked that his title be corrected to "City of Mountain View Assistant to the City Manager" in both the 9 July 2009 and 10 September 2009 meeting minutes.

Don Chuck (NASA) asked that the spelling of "Lili Pirbazan" be corrected in both the 9 July 2009 and 10 September 2009 meeting minutes.

Ralph Otte (RAB member) requested that the minutes be signed once the RAB meeting minutes are final. Mr. Moss and Ms. Stewart said that the Navy can sign the meeting minutes once they are finalized. Alana Lee (EPA) suggested the title "Meeting Minutes" could potentially be changed to "Meeting Summary." Lenny Siegel (RAB member) stated the RAB charter should be consulted to make ensure any changes to the submission format are in compliance with the charter.

The RAB voted to finalize the 9 July 2009 and 10 September 2009 meeting minutes with the comments provided. Meeting minutes are posted to the former NAS Moffett Field project website at: http://www.bracpmo.navy.mil/basepage.aspx?baseid=52&state=California&name=moffett.

DOCUMENTS FOR REVIEW

Documents are available in CD-ROM format. Sign-up sheets for the documents listed below were circulated during the meeting.

1.	Site 27 Technical Memorandum, Conceptual Design and Biological Review Report	November 2009
2.	Hangar 1 Removal Action Work Plan	December 2009
3.	Hangar 1 Removal Action Sampling and Analysis Plan (SAP)	December 2009
4.	Site 26 East-side Aquifer Treatment System (EATS) Pilot Test Progress Report	December 2009
5.	Site 28 West-side Aquifers Treatment System (WATS) Draft Pilot Test Work Plan	December 2009

ANNOUNCEMENTS

HANGAR 1 PROGRESS UPDATE

Ms. Stewart provided an update on the status on Hangar 1. Ms. Stewart provided background information, including delay of the initial contract award from 31 July 2008 to allow for discussions between Navy and NASA leadership and the joint request from both parties to request Office of Management and Budget (OMB) arbitration. Ms. Stewart stated that since the last RAB meeting on 10 September 2009, the Navy awarded the Hangar 1 removal action contract to AMEC Earth and Environmental, Inc. (AMEC), for $22,363,463 on 25 September 2009 due to approaching fiscal year and contract proposal expiration deadlines. The Navy has been corresponding with Congresswoman Anna G. Eshoo (District 14) about concerns related to re-siding Hangar 1 after the removal action is complete. Ms. Stewart stated that although both the Navy and NASA had anticipated

a decision from OMB in a relatively short timeframe, a decision on residing has not yet been reached. Ms. Stewart stated she will continue to keep the RAB updated on this issue.

- Mr. Siegel said that he met in Washington D.C. recently with the Department of Defense on a number of issues and briefly discussed the Navy and NASA OMB arbitration.
- Linda Ellis (Save Hangar 1) said that she has information on parties who may be interested in reusing Hangar 1 and would like to discuss future use with NASA and Congresswoman Eshoo's office.
- Mr. Moss said that he contacted Congresswoman Eshoo's office as well as OMB to discuss implementation of Alternative 4 from the engineering evaluation/cost analysis (EE/CA). Mr. Moss has attempted to contact the head of OMB five times without success.
- Community member Steve Williams requested clarification on the Secretary of the Navy's wording in his 2 October 2009 letter. Mr. Williams would like clarification on whether the statement means that no siding will be removed until a plan is in place for residing, rather than until the OMB arbitration process is complete. Ms. Stewart said she would pass along Mr. Williams' request for clarification.
- Mr. Otte asked how the Secretary of the Navy responded to Congresswoman Eshoo's letter regarding residing. Ms. Stewart said the Secretary of the Navy has responded in writing via letter dated 2 October 2009, and Congresswoman Eshoo responded back via letter dated 7 October 2009 expressing she was pleased with the response.

SITE 27 UPDATE

Ms. Stewart said the Navy has completed its evaluation of the option for using soil in lieu of a geotextile liner and rock at Site 27, the Northern Channel. The Navy evaluated options a result of RAB concerns over the effect of the originally proposed method on the western pond turtle. The evaluation was presented in a technical memorandum issued on 5 October 2009. The recommendation in the technical memorandum suggested use of a combination of soil and geotextile fabric and rock to ensure the ditch can function as a corridor for the turtles. Ms. Stewart stated the technical memorandum is currently under regulatory agency review and that a sign up sheet for the document was being circulated for those RAB members wishing to receive a copy.

- Peter Strauss (RAB member) asked if the technical memorandum was issued for regulatory agency approval. Ms. Stewart confirmed the regulatory agencies were reviewing the Site 27, Northern Channel technical memorandum. Mr. Siegel requested a copy, and Ms. Stewart agreed to provide it.

SITE 28 UPDATE

Ms. Stewart provided the power requirements for WATS as a follow-up to a question asked at the last RAB. Ms. Stewart stated that based on meter readings at the site WATS requires 119,000 kilowatts per hour per year. Ms Stewart stated that ozone generation utilizes the bulk of the energy, but the number also includes nine extraction wells and all pumps, controls, and instrumentation. Ms Stewart also stated the system operates continuously, 24 hours a day, seven days a week.

BASEWIDE FIVE-YEAR REVIEW UPDATE

Ms. Stewart stated that an in-depth presentation would be given at the next RAB on the Five-Year Review and that she was providing an update on the status. Ms. Stewart said that the Navy is preparing a Basewide Five-

Year review that will include the evaluation of the implementation and performance of the selected remedies for Sites 1, 22, 26, and 28. The Basewide Five-Year Review will evaluate whether the remedies selected remain protective of human health and the environment. The Navy issued the draft Basewide Five-Year Review for regulatory agency review on 15 October 2009. The draft Basewide Five-Year review indicates that all of the remedies for Sites 1, 22, 26, and 28 are protective of human health and the environment. Comments are due to the Navy on the document by 14 December 2009. The Navy then plans to finalize the Basewide Five-Year Review in February 2010. Ms. Stewart said that she is available via telephone and e-mail to answer any questions from the RAB or the community on the former NAS Moffett Field environmental restoration program.

HANGAR 1 AWARD/PROPOSAL PRESENTATION

Ms. Stewart said the Navy understands the community's interest in ensuring Hangar 1 is preserved. Ms. Stewart stated that the Hangar 1 removal action is being undertaken for purposes of protection of human health and the environment and will leave the Hangar in a safe and structurally sound condition for follow-on reuse. Ms. Stewart stated that AMEC Earth and Environmental was selected to conduct the Hangar 1 removal action on the basis of best value. Contractors were evaluated on three factors in addition to price: technical approach, protective coating, and specialized experience. Ms. Stewart provided information on AMEC Earth and Environmental, Inc., including that the international engineering and project management firm has 21,000 employees working in over 30 countries. Ms. Stewart then introduced Mike Schulz (AMEC) as the project manager for the Hangar 1 removal action. Ms. Stewart stated Mr. Schulz is a Certified Project Management Professional with over 25 years of experience, 8 of them with AMEC. Mr. Schulz in turn introduced Eric Reitter as the AMEC program manager. Mr. Reitter said the AMEC top program managers were involved in developing the proposal for the removal action for Hangar 1 and have past experience with similar projects.

Mr. Schulz said that AMEC was the prime contractor for restoration of the Pentagon and demolition of the World Trade Center. AMEC has a local office in Oakland, California, where much of the Hangar 1 removal action team will be based.

Mr. Schulz said the goal of the removal action is to implement the EE/CA alternative 10 and control the release of polychlorinated biphenyls (PCBs) from the siding of Hangar 1. Mr. Schulz said that AMEC will ensure worker and public safety, prevent the release of contamination, safely transport waste off site, proactively communicate with the community, and provide a weather-resistant coating to ensure the long-term effectiveness of the removal action. AMEC has selected a team of experienced subcontractors. One of the subcontractors who previously installed the asphalt emulsion coating on Hangar 1 is part of the removal action team. To ensure worker and public safety, there will be rigorous air monitoring throughout the project. A removal action work plan, SAP, and health and safety plan will be prepared and the work plan and SAP will be reviewed by the regulatory agencies and public before the removal action begins.

Mr. Schulz said the team will use a scaffolding system that will be constructed inside the hangar as a safe work platform for the removal of the roofing and siding. Before work begins, the hangar will be washed down and dust suppression by water mist will be ongoing throughout the removal action. The hangar panels will be removed manually and then lowered and packaged inside of the hangar for disposal. The removal action operations will be adjusted during high winds to be protective of the workers and community. AMEC will work with NASA biologists to mitigate any nesting birds during the removal action. A buffer zone around the removal action site will protect the public. All water used during the removal action will be treated on site. The waste from the removal action will be tested and recycled when possible. All of the truck traffic for the removal action will enter and exit the Ellis gate. The coating applied to the hangar frame after the siding has

been removed will be a similar color to match the historic hangar. Each worker will wear an air monitoring device to make sure nothing is released into the air at harmful levels.

Mr. Schulz said that AMEC will collect baseline samples inside and outside the hangar and confirmation samples once the removal action it complete. Baseline and confirmation samples will include samples of the soil and the storm drain system sediment and concrete wipe samples. Mr. Schulz said a professional videographer will prepare a video of the removal action project. The video will be donated to the Moffett Historic Museum.

Mr. Schulz reviewed the removal action schedule as follows:

- Spring 2010: Approve work plans and begin interior abatement and demolition
- Fall 2010: Begin the siding removal.
- Summer 2011: Complete the siding removal and coating. Complete the confirmation samples.
- Winter 2011/2012: Submit the final report.

Mr. Schulz said the Navy will be providing the RAB updates and fact sheets for the community to brief them on the progress of the Hangar 1 removal action.

- Mr. Otte asked who the RAB members should contact if they have questions on the removal action. Ms. Stewart said she would be the point of contact for the RAB and the community for the Hangar 1 removal action.
- Mr. Woodhouse asked where the air monitoring stations will be located. Mr. Schulz said the air monitoring stations will be located at each corner of the site. However, the air monitoring stations can be repositioned as necessary based on changes in wind movement. Additionally, periodic cassette samples will be collected around the site.
- Mr. Strauss said there was a community monitoring program in New York State to assure that air monitoring levels were met. Mr. Strauss stated the Navy should thoroughly monitor the air at the site to make sure the levels are acceptable and that a stop work need not be initiated. Mr. Schulz said the dust monitoring will continuously measure the levels and a safety professional will be on site throughout the removal action to ensure the workers and the community are protected.
- Mr. Strauss asked if the coating that is proposed for the steel frame will withstand bird feces. Mr. Schulz said that it will hold up to bird feces since it is used on wastewater treatment plants and bridges.
- Mr. Strauss asked about the 12-year warranty for the work. Angie Lind (Navy) said the Navy wanted to have a warranty in place. The Navy wanted the best warranty possible and the EE/CA set forth the criteria listed to include a 10-year life.
- Mr. Strauss asked if the personal air monitors the workers will use will be placed on the lapels. David Braungardt (AMEC) said the monitors will be located in the breathing zone of the workers to ensure no unacceptable exposure. Mr. Strauss asked if the monitors will operate continuously. Mr. Braungardt confirmed that the monitors will begin in the morning and record the results continuously on cassettes, which will be analyzed.

- Mr. Strauss asked for clarification on the purpose of collecting baseline samples. Ms. Lind said that the Navy wants baseline samples to ensure there is no release during the removal action in addition to conditions as they exist when the work begins at the site. PCB contaminants found in the baseline samples that are above regulatory standards will be addressed. Ms. Lind said that she anticipates the need to conduct a soil excavation. Mr. Strauss asked about the amount of soil the Navy anticipates excavating. Ms. Lind said that she is unsure since historical soil data do not exist. Once the baseline samples are collected, the Navy will have a better idea of the removal that may need to occur.

- Deborah Feng (NASA) asked if the Navy will perform air monitoring around the NASA buildings located near Hangar 1. Mr. Schulz said that he has spoken with employees from NASA and determined that air monitoring stations around the perimeter of Hangar 1 would be sufficient. If the monitoring stations measure elevated airborne levels, work will stop immediately.

- Ms. Feng asked about the plan for controlling foreign object debris (FOD) during the removal action. Mr. Schulz said that filter fabric will be placed on the site perimeter fence to control FOD. The area will be constantly monitored to make sure that no FOD is exiting the removal action site. Mr. Schulz said that the design of the scaffolding in the interior and the siding removed from the inside of the hangar should help mitigate FOD.

- A community member asked where the debris will be sent. Mr. Schulz said that AMEC's subcontractor, Nuprecon Inc., is in charge of waste removal. The debris will be taken to an appropriate landfill, such as Altamont or Kettleman Hills.

- A community member asked if the trucks removing debris will affect traffic on Highway 101. Mr. Schulz said there should be no more than 20 trucks leaving the site each day during work hours.

- A community member asked about the size of the siding panels being removed from the hangar. Mr. Schulz said the panels are 30 inches wide by 8 feet long.

- A community member asked if the Page and Turnbull Report was read by the contractors. Mr. Schulz said that he had not read the Page and Trimble Report; however, he has reviewed Historic American Engineering Record that refers to the Page and Trimble Report.

- A community member asked if the man crane located inside Hangar 1 can be preserved and returned to service. Ms. Lind said the Navy will clean the man crane and store it. A community member asked if the Moffett Historical Society would be able to retain the historic items inside Hangar 1. Ms. Lind said the scope of work includes decontaminating historic items that can withstand power-washing and be saved.

- A community member asked if the Navy will save the hangar windows. Ms. Lind said an option exists in the contract for preservation of the Hangar windows.

- Community member Georgina Hymes said the Navy made much progress in saving the hangar. Ms. Hymes wants to make sure that all items that can be saved are saved.

- Mr. Siegel asked if there is a way to save the painted banners inside Hangar 1. Ms. Lind said she is unsure whether the banners can be saved. Mr. Siegel said there may be a way to coat them to preserve them.

- Mr. Siegel asked if the Navy will be preserving the utilities beneath the hangar floor. Mr. Schulz said the underground utilities will be preserved.

- Mr. Siegel asked if there is a method to preserve the scaffolding to use it to re-side the hangar. Mr. Schulz said AMEC will be working on three zones at a time and then moving the scaffolding. There is a concern about cross contamination if the new siding is installed while the old siding is removed.

- Libby Lucas (RAB member) said the wind can blow various directions on the site, which can raise dust. Mr. Schulz said that water sprinklers will be used inside and surrounding the outside of the hangar to mitigate fugitive dust.

- Mr. Williams asked how the Navy will deal with bolts that fall when the siding is removed. Mr. Schulz said the bolts will be removed from the inside. The bolt heads are covered with coating on the outside of the siding and will not drop to the ground.

- Mr. Williams asked if the motor in the south hangar door will be maintained. Mr. Schulz said AMEC will ensure the motor in the south door is maintained. Mr. Williams asked if the ability of the doors of the hangar to function without its skin had been assessed. Ms. Lind said that a structural engineer assessed the ability of the doors to work without the skin.

- Mr. Moss asked if health hazards to NASA personnel on site will occur from removal of the siding on the hangar. Mr. Schulz said AMEC held a kick-off meeting with NASA to discuss the safety measures that will take place to ensure no health hazards exist to the workers on site or NASA employees adjacent to the site. NASA has been involved with planning the removal action since the contract was awarded.

- Mr. Moss asked if the contract contains an end date or if the Navy can wait to begin the work until after a decision is returned from OMB. Mr. Schulz said a contract end date has been specified; however, if necessary, the date can be extended through an official contract modification.

- Mr. Moss asked if concerns exist that the current coating could fail. Ms. Stewart said the Navy does not want to reach a point where the coating on the hangar is failing. The Navy wants to move forward as soon as possible.

- Mr. Moss said he is concerned with nesting birds on the hangar frame. Mr. Schulz said there is a plan to mitigate nesting birds. AMEC is working with NASA biologists to mitigate nesting birds.

- Ms. Stewart said she received two questions from RAB member Arthur Schwartz that she wanted to share at the meeting since he could not attend. Ms. Stewart read Mr. Schwartz's questions and provided answers. Mr. Schwartz asked if an inspection had been performed on the plumbing and electrical components on the Hangar to determine what is useable and what could be saved. Ms. Stewart stated that it was not feasible to save the majority of the electrical and plumbing components due to their high probability of contamination and the difficulty in decontaminating it. Further, a high likelihood exists that the components may not be up to current code for reuse. Mr. Schwartz also asked if an inspection had been performed to determine the condition of the current hangar coating, as no reason exists to remove the current coating if it is not failing. Ms. Stewart stated that current stormwater data does not indicate a release of PCBs from the hangar to the environment. However, application of the existing coating was an interim action that possessed a 3-5 year life expectancy. The coating was applied in October 2003. The interim action is well beyond its life expectancy, and as such, the removal action must proceed in order to ensure continued protection of human health and the environment.

- A community member asked if the scaffolding could be used to re-side the hangar if OMB determines it is the Navy's responsibility. Mr. Schulz said that the scaffolding is being rented and that the rental cost is significant. Although it is possible to re-skin the hangar in conjunction with the removal action, there are concerns with cross contamination if new siding is applied during the removal action.

- Mr. Williams asked about volatile organic compounds (VOCs) emissions while the coating is applied to the frame. Chuck Whitehead (Techno Coatings Inc.) said that 90 percent of the material used in the coating is a solid. It will be dried enough to touch within 3 hours after it is applied and fully cured within 24 hours.

- A community member asked how the coating is applied. Mr. Schulz said the coating will be applied with spray equipment while the hangar siding is still in place. After the siding is removed, the outside surfaces of the frame will be touched up by brushing or rolling the coating on.

Federal Facility Agreement (FFA) UPDATE

Ms. Stewart stated that the Moffett Field FFA is a negotiated legal agreement governing the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) administrative process for cleanup at the NAS Moffett Field National Priorities List (NPL) site. She stated Moffett Field was placed on the NPL in 1987. The FFA became effective in August 1990 and was amended in 1993 for adoption of the Middlefield-Ellis-Whisman (MEW) Record of Decision (ROD) and to address base closure. The parties to the agreement include the EPA, the State of California, and the Navy. Ms. Stewart reviewed the purposes of the FFA as well as the timetables and deadlines for submittal of documents. Ms. Stewart stated that generally, the Navy submits a draft report by the established deadline, the Agencies have 60 days to review, and the Navy has 60 days to respond to comments and submit a draft final document. The draft final document then becomes final if no party invokes dispute resolution. Ms. Stewart then reviewed the FFA schedule for former NAS Moffett Field, which was provided to the RAB as a handout. RAB members can contact Ms. Stewart with questions.

REGULATORY AGENCY UPDATE

EPA

Ms. Lee said that EPA issued its Final Second Five-Year Review report for the MEW Superfund Study Area, which includes a portion of NAS Moffett Field. The public comment period for EPA's Proposed Plan for the Vapor Intrusion Pathway for the MEW Superfund Study Area ended on November 7, 2009. EPA received a large number of public comments on the Proposed Plan, which are posted on EPA's website: www.epa.gov.region09/MEW.

- Mr. Siegel suggested a meeting with the MEW property owners to discuss the path forward. Ms. Lee said that coordinating a meeting with the MEW property owners would be desirable.

- Mr. Siegel requested that EPA invite one of its toxicologists to present at a future RAB meeting on TCE.

WATER BOARD

Elizabeth Wells (Water Board) provided an update on Water Board activities for Former NAS Moffett Field. Ms. Wells said that the San Francisco Estuary Institute and Water Board work collectively to collect samples from San Francisco Bay under the Regional Monitoring Program. The monitoring results are available for review in *The Pulse of the Estuary 2009*. The document can be found electronically at www.sfei.org/rmp/pulse/index.html

RAB BUSINESS

Future RAB Topics

Ms. Stewart announced the next RAB meeting will be held on 14 January 2010. Ms. Stewart said the Navy is selecting a future location for the RAB meetings since Building 943 is not available. If RAB members have suggestions for future meeting locations, they should contact Ms. Stewart.

The RAB discussed the following items as potential topics for future meetings:

- TCE update by EPA toxicologist
- NASA treated groundwater reuse project
- RAB community co-chair elections
- Hangar 1 Update
- Update on Sites 26 and 28
- Basewide Five-Year Review
- Army Orion Park Update

Public Comment

Ms. Stewart opened the floor to public comment. No public comments were provided.

RAB Schedule

The RAB meetings are held from 7 to 9:00 p.m. at location to be determined.

Tentatively scheduled RAB meetings for 2010 are:

- January 14, 2010
- March 11, 2010
- May 13, 2010
- July 8, 2010
- September 9, 2010
- November 4, 2010

Adjourn

The meeting was adjourned at 9:30 p.m., and Ms. Stewart thanked everyone for attending. Ms. Stewart can be contacted with any comments or questions:

- Ms. Kathy Stewart
  BRAC Environmental Coordinator, former NAS Moffett Field, BRAC PMO West;
  1 Avenue of the Palms, Suite 161; San Francisco, CA 9403; Phone: 415-743-4715; Fax: 415-743-4700;
  E-mail: Kathryn.stewart@navy.mil

ACRONYM LIST

AMEC - AMEC Earth and Environmental, Inc.
BEC – BRAC Environmental Coordinator
BRAC – Base Realignment and Closure
EATS – East-side Aquifer Treatment System
EE/CA – Engineering Evaluation/Cost Analysis
EPA – U.S. Environmental Protection Agency
FFA – Federal Facility Agreement
FOD – Foreign Object Debris
MEW – Middlefield-Ellis-Whisman
MROSD — Midpeninsula Regional Open Space District
NAS – Naval Air Station
NASA – National Aeronautics and Space Administration
OMB - Office of Management and Budget
PCB — Polychlorinated biphenyl
PMO — Program Management Office
RAB – Restoration Advisory Board
SAP – Sampling and Analysis Plan
VOC – Volatile Organic Compound
Water Board – San Francisco Bay Regional Water Quality Control Board
WATS – West-side Aquifers Treatment System

RAB meeting minutes are posted on the Navy's environmental Web page at:
http://www.bracpmo.navy.mil/basepage.aspx?baseid=52&state=California&name=moffett

Respectfully Submitted,

KA Stewart

Kathryn A. Stewart
Navy Co-Chair,
Former NAS Moffett Field RAB