



Mare Island Naval Shipyard, Vallejo, California Fact Sheet PROPOSED WESTERN EARLY TRANSFER PARCEL October 2001

MILITARY BASE CLOSURES AND EARLY TRANSFER

In 1988, Congress began passing a series of laws authorizing the closure of military bases. These laws are known as the Base Realignment and Closure Act, or the BRAC Act. Before any BRAC property can be transferred outside the government, it first must be evaluated for hazardous wastes and cleaned up under the Comprehensive Environmental Response, Compensation and Liability Act, or CERCLA (better known as Superfund laws). After environmental

cleanup is completed through the CERCLA process, the Navy issues a warranty for the cleanup done and for any unforeseen cleanup work due to contamination caused by the Navy that may be necessary in the future. This warranty enables the property to be transferred to non-federal parties.

In 1998, CERCLA was amended by Congress to allow the Department of Defense (DoD) to transfer BRAC property before all environ-

mental cleanups are completed and a warranty issued. Such a transfer is called an "early transfer."

The specific purpose of an "early transfer" is to expedite economic reuse of the property by allowing cleanup and redevelopment to occur simultaneously rather than the DoD holding the property until all cleanup is completed. The Navy will still pay for all necessary cleanup work.

FIGURE 1
Western Early Transfer Parcel



MARE ISLAND WESTERN EARLY TRANSFER PARCEL

The Navy closed Mare Island in 1996 and has completed many studies and cleanup actions throughout the shipyard. In April 2000, the City of Vallejo officially requested DoD and the Navy to consider Mare Island for early transfer. The Navy worked with the City to decide which areas of the island would be considered. Two areas were selected and are known as the Eastern and Western Early Transfer Parcels. Other parts of Mare Island were not slated for early transfer and will remain with the Navy until cleanup is completed.

This fact sheet describes the proposed Western Early Transfer Parcel ("Western Parcel"), the parties involved in this early transfer, the intended reuse of the property, and the necessary documents required to achieve early transfer of this property.

The Western Parcel encompasses a 2800-acre portion of Mare Island within the limits of the City of Vallejo and includes dredge ponds, wetlands, and submerged lands (see Figure 1). Each area is further described on the following page along with their intended reuse.

Dredge Ponds

Prior to closure, the Navy operated ten dredge ponds for dredge spoils disposal resulting from maintenance of shore berthing facilities for Navy ships and submarines along the east side of Mare Island. Prior to transfer, the Navy will have completed cleanup and removal of contamination in the dredge ponds. The City of Vallejo, in its reuse plan for Mare Island, has proposed to reactivate seven of these dredge ponds for a regional dredge spoils disposal facility. The remaining three dredge ponds will be preserved for wildlife habitat.

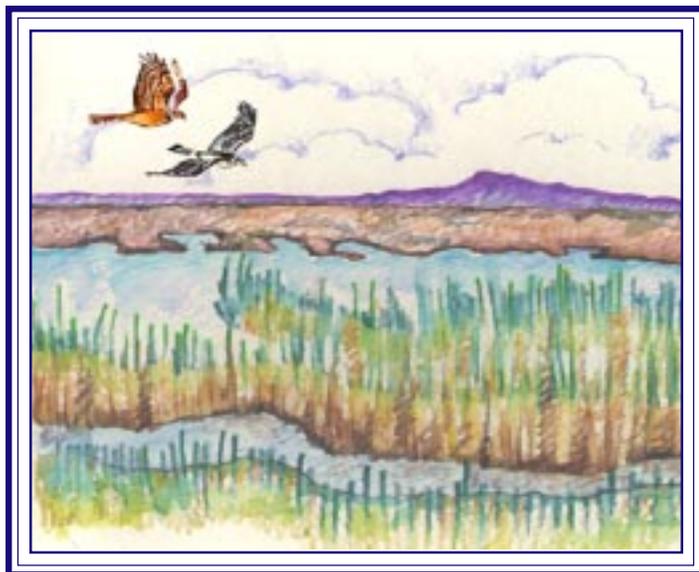
Wetlands and Submerged Lands

These lands make up a majority of the Western Parcel. These lands were not developed for Navy operations and instead have been managed as wildlife habitat. This area will continue to be preserved for wildlife habitat and is planned to be incorporated into the San Pablo Bay Wildlife Refuge.

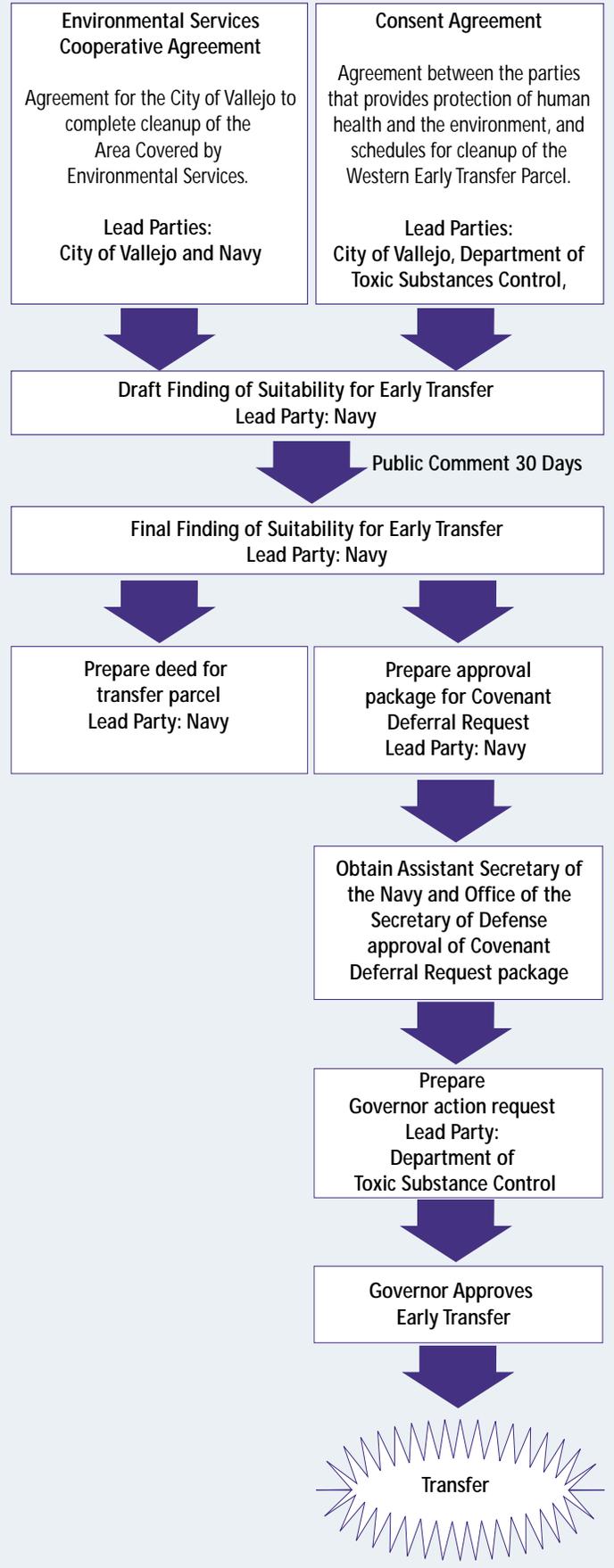
Involved Parties and Reuse

The State of California granted the use of the Western Parcel and other areas of Mare Island to DoD in the 1800s for military purposes. Upon closure and cleanup of Mare Island, DoD is required to return the land to the State. Once the property is returned to the State as is proposed through this early transfer, the State plans to enter into a long-term lease of the dredge ponds area with the City of Vallejo. The City will then sublease the dredge ponds to Roy F. Weston, Inc. (Weston) who will be responsible for the operations and maintenance of the ponds. The State also plans to allow the U.S. Fish and Wildlife Service to manage the wetlands, submerged lands, and three of the dredge ponds as wildlife habitat.

The only continuing environmental work on the Western Parcel after early transfer will be the administrative closure of the dredge ponds. The Navy has agreed to allow the City to conduct this remaining work using grant funds provided by the Navy to the city under an environmental services cooperative agreement. This is described in greater detail on the following page.



PROCESS FOR COMPLETEING AN EARLY TRANSFER OF THE WESTERN PARCEL



DRAFT FINDING OF SUITABILITY FOR EARLY TRANSFER (DRAFT FOSET)

The Navy is required to prepare this document and allow for adequate public review as part of the early transfer process.

The FOSET summarizes the following information:

- ◆ Current environmental conditions of the property
- ◆ Cleanup work that has already been conducted
- ◆ Proposed reuse of the property
- ◆ Evidence that the Navy has met all the legal requirements for early transfer of the property

The Draft FOSET provides the public with the opportunity to review and comment on its contents, and it is a critical element of the overall early transfer package. The Navy encourages you to review the Draft FOSET and write to us with your concerns or questions regarding this proposed early transfer of the Western Parcel. Our response to all comments will be published in the Final FOSET. Your input will help the Navy and the Governor of California evaluate the proposed early transfer of the Western Parcel.

**The Draft FOSET is available for review at the:
JFK Library
505 Santa Clara Street, Vallejo, California
Phone (707) 553-5568**

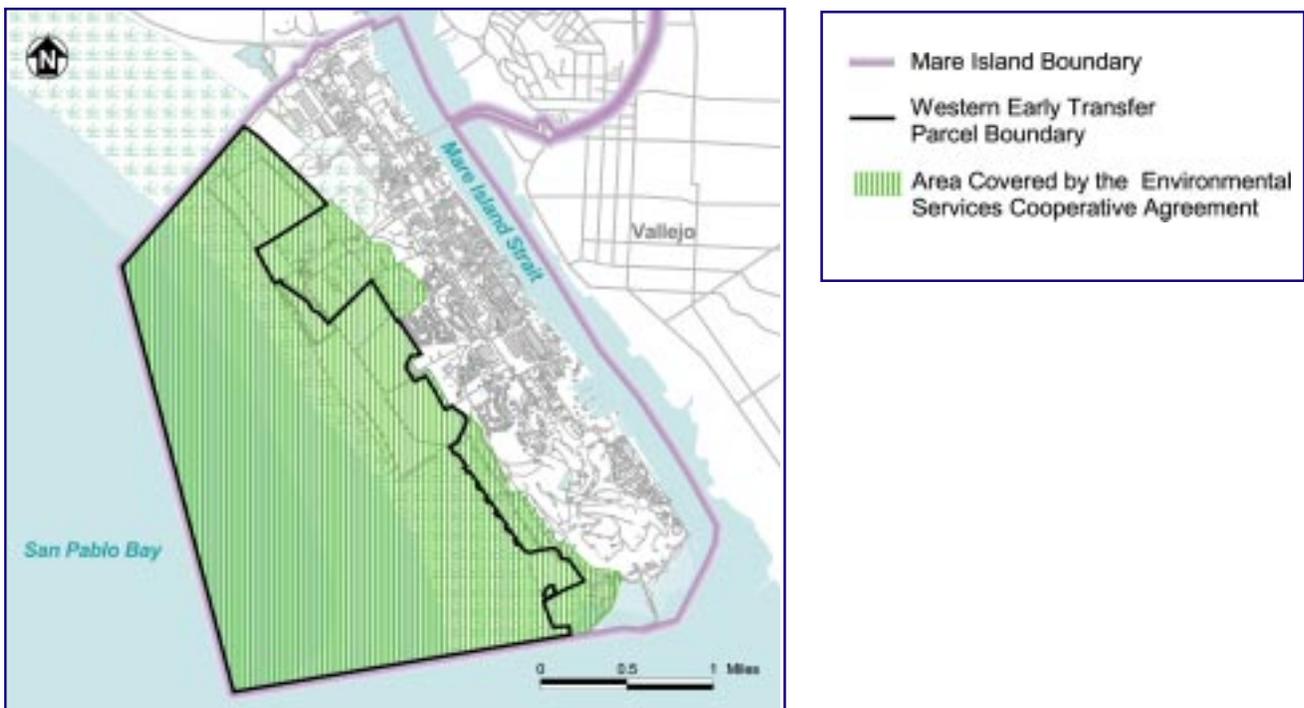
ENVIRONMENTAL SERVICES COOPERATIVE AGREEMENT

An Environmental Services Cooperative Agreement (ESCA) is an agreement between the Navy and the City of Vallejo that establishes responsibilities for remaining cleanup of the property. The agreement defines the obligation of the City to obtain regulatory closure of the property. The Navy is obligated to present all available environmental technical information for the property and provide a specified funding schedule for remaining cleanups. The agreement also requires the Navy to issue a final warranty after cleanup is completed.

A critical detail to understand about this ESCA is that it includes responsibilities to clean up several sites near the Western Parcel (see Figure 2). In fact, approximately 90% of the funds to be provided by the Navy under this ESCA are for the adjacent sites that are not in the Western Parcel. Cleanup of these sites is considered vital to the economic reuse of Mare Island due to concerns about contaminant migration affecting adjacent properties. The Navy will continue to own these sites through the cleanup process and will transfer them after completion of the cleanup work.

Although this agreement is between the Navy and the City of Vallejo, the City has contracted with Roy F. Weston, Inc. to do the remaining cleanup work along with operating the dredge ponds. The Navy has been working closely with the City of Vallejo and Weston to ensure that both parties can finish the cleanup work properly. A copy of this agreement is included in the Draft FOSET in its final negotiated form.

FIGURE 2 Area Covered by the Environmental Services Cooperative Agreement



CONSENT AGREEMENT AND LAND USE COVENANT

A Consent Agreement is a legally binding document between the Department of Toxic Substances Control (DTSC) of the California Environmental Protection Agency, the California State Lands Commission, the City of Vallejo and Roy F. Weston, Inc. The Agreement establishes the regulatory framework and the schedule for cleanup procedures at the Western Parcel. However, the Consent Agreement does not apply to remaining cleanup on Navy property that is not part of the early transfer; this is addressed in existing agreements between the Navy and regulatory agencies. The Land Use Covenant is a legally binding document that is attached to the deed and specifies use restrictions for that property.

The Consent Agreement and the Land Use Covenant also set restrictions during the remaining cleanup period for the Western Parcel as well as for the operation and maintenance of the dredge ponds in a manner that protects workers and the environment. Other restraints include prohibitions against building homes or schools on the site and requirements for installing fencing or other barriers to control access to the site. These restrictions are essential for early transfer. These restrictions can only be revised on a site-by-site basis during the course of each site cleanup as appropriate according to the level of cleanup achieved.

DTSC has been the lead regulatory agency overseeing the Navy's cleanup programs at Mare Island before and since the shipyard closed in 1996. Therefore, DTSC is familiar with the cleanup history and knowledgeable about the conditions at Mare Island. DTSC will continue in their lead regulatory capacity for the proposed Western Parcel.

Because the Consent Agreement requires certain procedures for public participation in the cleanup process, DTSC will administer public review periods and address public concerns for this parcel. The Navy will no longer be responsible for these activities since that role will be transferred to the City of Vallejo but will use the opportunity during review periods to submit appropriate comments to DTSC about proposed cleanup actions. This agreement is also included in the Draft FOSET.

Please send your comments on the Draft FOSET to the following address by November __, 2001 so that we may include them in our analysis and in the Final FOSET.

Commander (attn: John Hill, Code O6CM.JH)
Southwest Division Naval Facilities Engineering Command
1220 Pacific Highway, San Diego, California 92132-5190
Phone: (619) 532-0985 Fax: (619) 532-0983

After comments on the Draft FOSET are received, the Navy will evaluate each comment and provide a written response that will be included in the Final FOSET. Based on the Navy's evaluation of comments, the Draft FOSET may be amended to address comments received, at which time the Navy will sign the Final FOSET.

OPERATION OF THE DREDGE PONDS (written by Roy F. Weston, Inc.)

The closure of the former Mare Island Naval Shipyard has had severe economic impacts on the City of Vallejo. To offset these impacts, the City plans to restore jobs and generate revenues by commercially operating seven of the existing Mare Island dredge ponds for Bay Area dredge material disposal needs. The use of the Mare Island dredge ponds for commercial purposes is part of the proposed reuse in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) prepared for the "Disposal and Reuse of Mare Island Naval Shipyard", published by the Navy and the City of Vallejo in April of 1998.

The Mare Island dredge ponds are estimated to have a capacity to hold 10 million cubic yards of dredge spoils material. It is estimated that over the next 50 years, an annual average of 6 million cubic yards will need to be dredged from the San Francisco Bay for maritime trade, recreational boating and other purposes. Since shipping technology has advanced, the ports of Oakland, Richmond, and San Francisco, the three main shipping centers in the Bay Area, require deeper navigational shipping channels for deep draft vessels.

New policies for dredge material disposal will ultimately curtail the practice of in-bay disposal and minimize ocean disposal. The reactivation of the former Mare Island dredge ponds will help meet the long-term Bay Area dredge material disposal goals of finding an alternative to in-bay or ocean disposal of dredged materials. Because the Mare Island dredge ponds are an existing resource, the conversion to commercial dredge ponds will be achieved with minimal disturbance to sensitive wildlife habitat. The commercial operation of the Mare Island dredge ponds will also generate revenue to the City of Vallejo that will be used to improve infrastructure on Mare Island.

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Mailing Coupon

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San Diego, California 92132-5190

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