09.05-8/12/93-00359

FINAL

COMMUNITY RELATIONS PLAN
NAVAL STATION ROOSEVELT ROADS, CEIBA, PUERTO RICO

CONTRACT TASK ORDER 0007

Prepared For:

DEPARTMENT OF THE NAVY
ATLANTIC DIVISION
NAVAL FACILITIES
ENGINEERING COMMAND
Norfolk, Virginia

Under:

Contract N62470-89-D-4814

Prepared By:

BAKER ENVIRONMENTAL, INC.
Coraopolis, Pennsylvania

AUGUST 12, 1993

TABLE OF CONTENTS

		Page
1.0	INTRODUCTION	1-1
2.0	NAVAL STATION ROOSEVELT ROADS LOCATION AND HISTORY	2-1
2.1	Location and Description	2-1
2.2	History: Puerto Rico	2-1
2.3	History: NAVSTA Roosevelt Roads	2-5
2.4	The Installation Restoration Program	2-6
2.5	The IR Program at NAVSTA Roosevelt Roads	2-13
2.6	Site Visit and Site Information	2-15
3.0	COMMUNITY BACKGROUND	3-1
3.1	Community Profile	3-1
3.2	Community Interview Program	3-10
3.3	Community Involvement History	3-13
4.0	COMMUNITY RELATIONS PROGRAM	4-1
4.1	Goals and Objectives	4-1
4.2	Responsibilities	4-3
4.3	Communication Activities and Techniques	4-5
5.0	SUMMARY	5-1
6.0	REFERENCES	6-1

APPENDICES

A Installation Restoration Program (IRP) Abbreviations
B Technical Review Committee Members
C Historical News Clippings
D Community Interview Questionnaire
E Community Interview Fact Sheet
F Proposed Locations of Information Repositories
G Local Media
H Program Points of Contact

LIST OF FIGURES

Number		Page
2-1	Regional Map	2-2
2-2	Area Map of U.S. Naval Station Roosevelt Roads, Puerto Rico and Vieques Island	2-3
2-3	Map of Puerto Rico with Station Boundaries	2-4
2-4	RCRA Process	2-7
2-5	Comparison of RCRA and CERCLA	2-9
2-6	RCRA and CERCLA Figure	2-10
2-7	IR Program Terminology Changes	2-11
2-8	IR Program Process	2-12
2-9	Site Location Map - Main Base	2-16
2-10	Site Location Map - Vieques Island	2-17
3-1	Municipal Map of Puerto Rico	3-2
3-2	Change in Population Over Time	3-3
3-3	1980 Population Distribution	3-4
3-4	1990 Population Distribution	3-5
3-5	Ceiba/Fajardo 1980 Market Composition	3-7
3-6	Vieques/Naguabo 1980 Market Composition	3-8
3-7	Economic Statistics	3-9

1.0 INTRODUCTION

This document is the Community Relations Plan (CRP) for the U.S. Naval Station Roosevelt Roads (NAVSTA Roosevelt Roads) in Ceiba, Puerto Rico. NAVSTA Roosevelt Roads is continuing studies through the Installation Restoration (IR) Program of areas potentially contaminated as a result of past, formerly accepted waste disposal practices. The CRP is a requirement of Federal environmental law and is part of the "community right-to-know" process. It is the public's right to be aware of hazardous waste activity and to have the opportunity to review and comment upon the plans to address these waste sites. The Navy is fully committed to environmental restoration and with this CRP, has initiated formal community relations efforts regarding their environmental restoration program or the IR Program.

The primary purpose of the CRP is to suggest a variety of communication techniques to ensure constructive, effective communication between NAVSTA Roosevelt Roads, the communities of Ceiba and Vieques and the various regulatory agencies. This CRP includes measures to inform, elicit responses, and provide a central point of contact for inquiries by the public and regulatory agencies. The CRP is based on interviews with the public.

Section 2.0 reviews the Station area and history, presents the IR Program history and process, and provides descriptions of the waste sites at NAVSTA Roosevelt Roads. In Section 3.0 the community relations interview program is reviewed and the background information describing the community is presented while Section 4.0 outlines the Community Relations Plan. Section 5.0 is a summary and Section 6.0 is a list of references used for compiling the CRP, interviews excluded. The following appendices are included as supporting information:

APPENDIX A Installation Restoration (IR) Program Abbreviations
APPENDIX B Technical Review Committee Members
APPENDIX C Historical News Clippings
APPENDIX D Community Interview Questionnaire
APPENDIX E Community Interview Fact Sheet
APPENDIX F Proposed Locations of Information Repositories
APPENDIX G Local Media
APPENDIX H Program Points of Contact

2.0 NAVAL STATION ROOSEVELT ROADS LOCATION AND HISTORY

The following pages describe the history of the Station area and the origins of NAVSTA Roosevelt Roads. The history and process of the Navy's environmental study program, and the Installation Restoration (IR) Program, are also discussed. A subsection detailing the past and present IR Program activities at NAVSTA Roosevelt Roads is included.

2.1 Location and Description

NAVSTA Roosevelt Roads, the gateway to the Caribbean, is located on the eastern coast of Puerto Rico, the eastern-most island in the Greater Antilles chain. Puerto Rico is approximately 110 miles long by 35 miles wide. The Station is located in the municipalities of Ceiba and Naguabo and is approximately 33 miles southeast of the capital city of San Juan. Refer to Figures 2-1, 2-2, and 2-3 for Site Location maps.

NAVSTA Roosevelt Roads covers approximately 33,500 acres consisting of seven land holdings. Of this acreage, 25,000 is located on Vieques Island, eight miles southeast of the Station. Navy holdings account for approximately two-thirds of the island property. A portion of the Navy's real estate in Puerto Rico is currently in the process of being excised, with the Commonwealth of Puerto Rico as the potential recipient.

2.2 History: Puerto Rico

Puerto Rico's inhabitants at the time of Columbus' arrival in 1493 were the Taino Indians, one of many Arawak ethnic groups in the Caribbean. Puerto Rico's first governor was Ponce de Leon who arrived at the island in 1508 to found the first settlement, Caparra. The settlement was moved to what is now known as Old San Juan in 1521. The Spanish rule of the island was challenged during the seventeenth and eighteenth centuries by her two primary enemies, the Dutch and English.

By the nineteenth century, Puerto Rico had established an internal economy based on cattle and agriculture, and a social and political structure different from the military "fortress" mentality of previous years. The island was primarily agrarian prior to 1940, and sugar cane and coffee were the major crops.

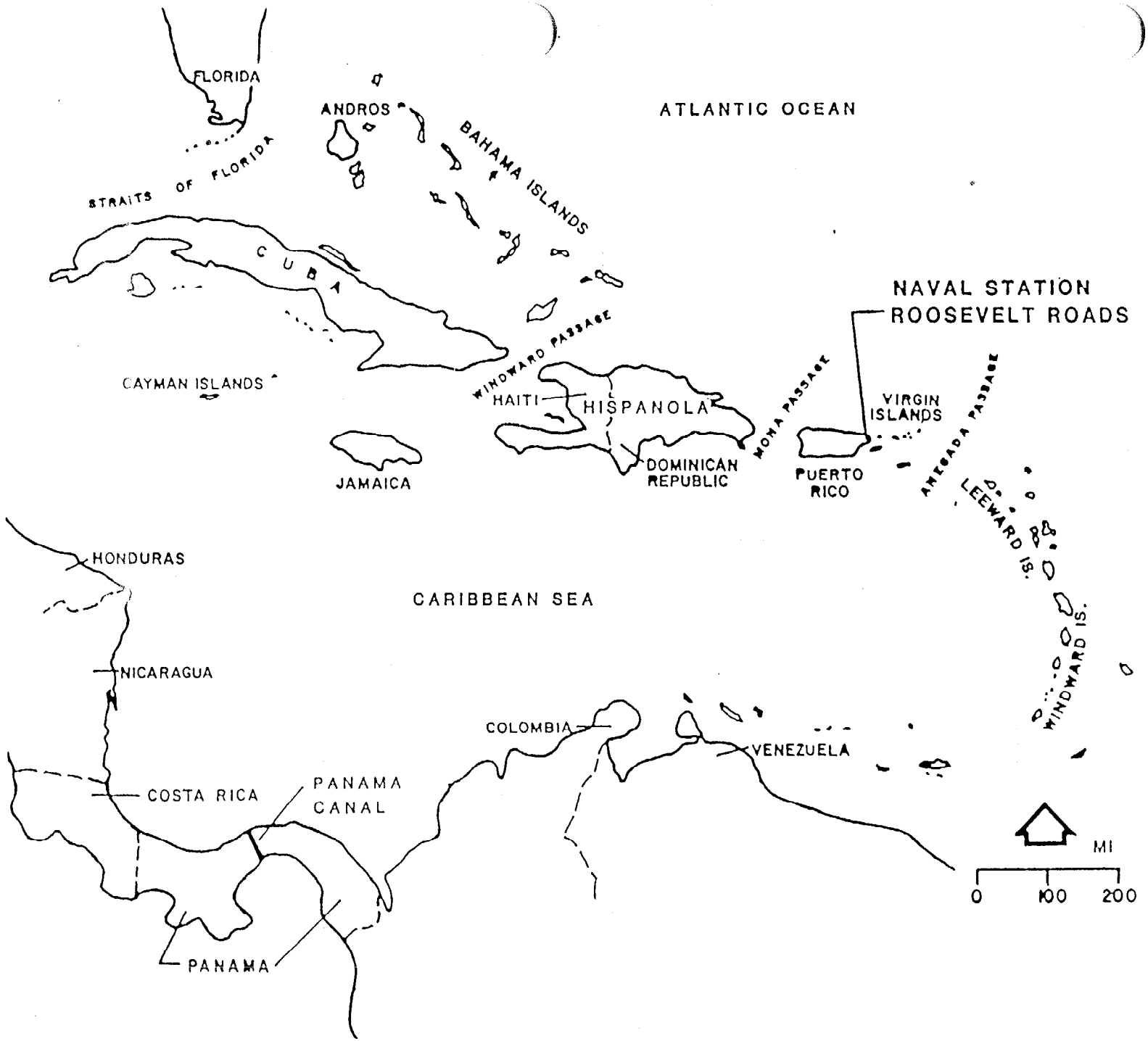

FLORIDA
ANDROS
BAHAMA ISLANDS
ATLANTIC OCEAN
STRAITS OF FLORIDA
CUBA
NAVAL STATION
ROOSEVELT ROADS
WINDWARD PASSAGE
CAYMAN ISLANDS
HAITI
HISPANOLA
MONA PASSAGE
VIRGIN
ISLANDS
ANEGADA PASSAGE
JAMAICA
DOMINICAN
REPUBLIC
PUERTO
RICO
LEEWARD IS.
HONDURAS
CARIBBEAN SEA
WINDWARD IS.
NICARAGUA
COLOMBIA
VENEZUELA
COSTA RICA
PANAMA
CANAL
MI
0
100
200
PANAMA

Figure 2-1

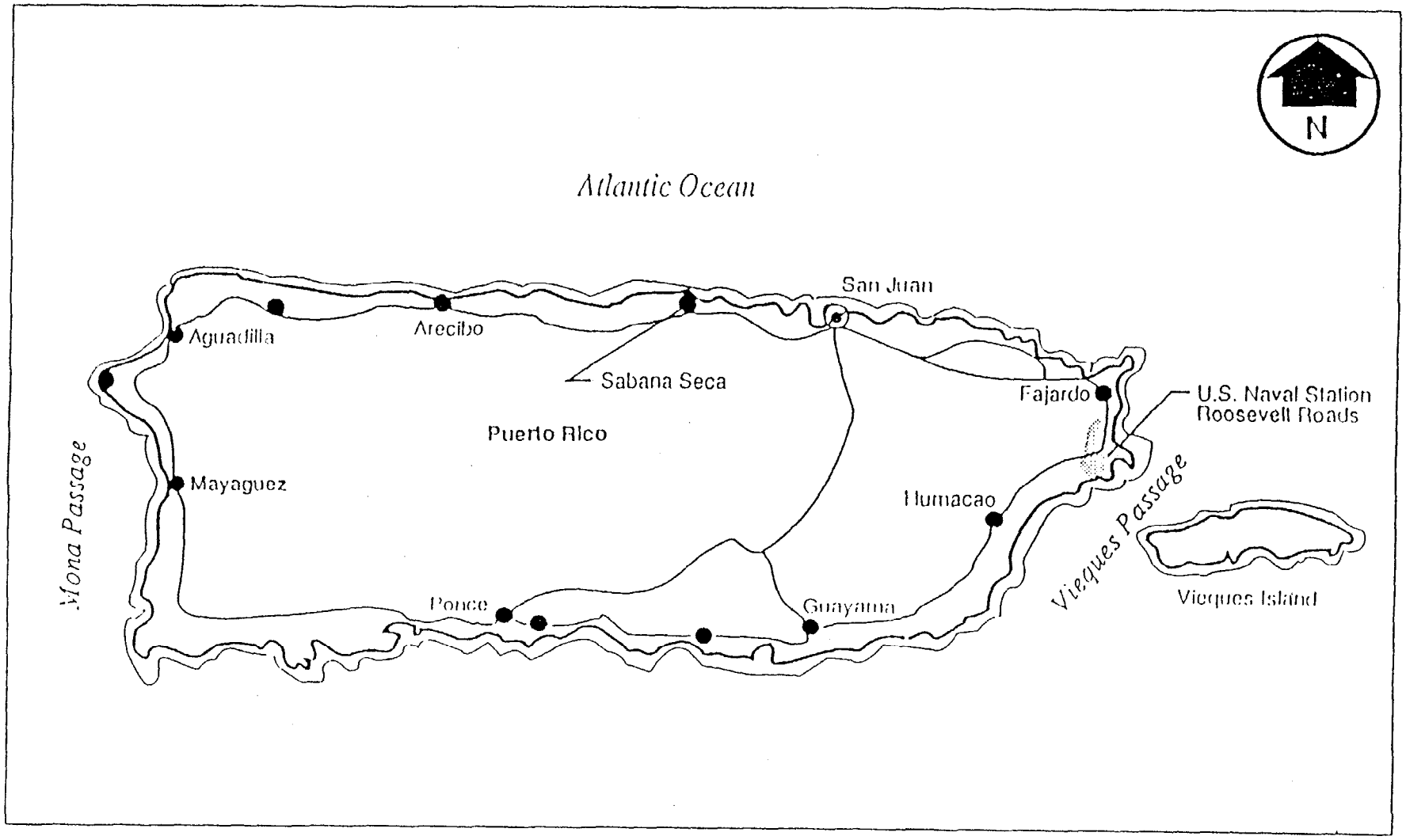


Figure 2-2

LOCATION OF NAVSTA ROOSEVELT ROADS, PUERTO RICO

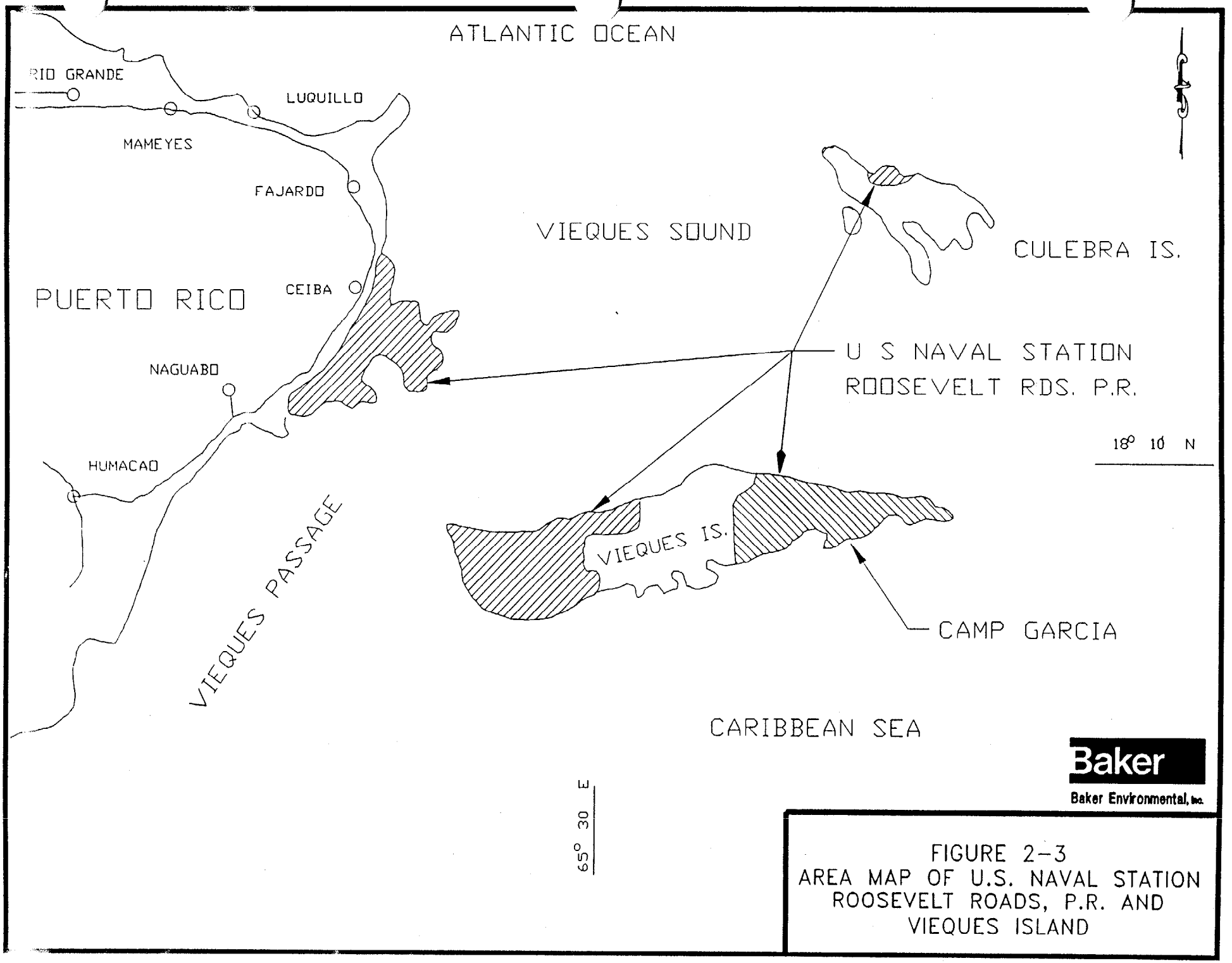


FIGURE 2-3
AREA MAP OF U.S. NAVAL STATION
ROOSEVELT ROADS, P.R. AND
VIEQUES ISLAND

After the Spanish-American War in 1898, Puerto Rico was ceded to the United States by Spain. In 1917, Puerto Ricans became U.S. citizens. From 1898 to 1952, the island had territorial status. The Organic Act conferred Commonwealth Status in 1952.

Puerto Rico is a self-governing Commonwealth and has a constitution similar to that of the U.S. As a Commonwealth, Puerto Ricans enjoy locally elected government and vote in the national Presidential primaries. Residents do not, however, vote in national elections, and matters pertaining to foreign policy are still retained by the Federal government. The chief executive officer is the Governor, elected every four years by popular vote. Puerto Ricans also elect a Resident Commissioner every four years to represent them in the House of Representative of the U.S. Congress. The Commissioner has a voice but no vote in proceedings except by committees.

2.3 History: NAVSTA Roosevelt Roads

The location for NAVSTA Roosevelt Roads was first considered for a naval base as early as 1919 due to its potential as a harbor, airfield and defense port. When the United States' involvement in World War II became evident, construction of the Station commenced in 1940. In 1943, the Station was commissioned U.S. Naval Operations Base, Roosevelt Roads. It is said that the facility name was derived from President Franklin D. Roosevelt, who proposed plans for a facility which would have a 10-mile protected road, or anchorage, across the Vieques Sound joining the main base on Puerto Rico to Vieques Island.

Roosevelt's plan was not actualized, as the war bypassed the Caribbean. Subsequently, Naval Operations Base, Roosevelt Roads underwent various changes from base to maintenance status from 1943 to 1957. In this time period, the Station was utilized primarily as a training site for portions of the Atlantic Fleet and as an important refueling station.

In 1957, Roosevelt Roads was chosen for development as the primary center for Fleet Guided Missile Training Operations in the Atlantic and was designated a Naval Station. The designation spurred further expansion of Roosevelt Roads, which included the acquisition of the U.S. Army's old Fort Bundy, an area which now comprises the southern portion of the Station. Fort Bundy had been established in 1940 as the headquarters for all coastal artillery emplacements in the vicinity. Additionally, the operational control and responsibilities extended to include an additional 29,000 acres of land purchased on Vieques Island.

Roosevelt Roads has provided support for special and joint exercises for the Atlantic Fleet as well as support for tenant activities associated with the Atlantic Fleet Weapons Training Facility since the early 1960's. During the early 1970s, the closure of Naval Station San Juan implemented the transfer of four major commands to Roosevelt Roads naval complex to provide fuel support for Atlantic Fleet Weapons Training and development activities. The current NAVSTA Roosevelt Roads contains a deep harbor, a dry dock (1,088 feet by 145 feet), fuel storage facilities, a power plant, an airfield, an on-site sanitary sewer system and a landfill.

2.4 The Installation Restoration Program

In the past, a variety of wastes were generated and disposed at various Navy and Marine Installations. The majority of the disposal activities at NAVSTA Roosevelt Roads included solid waste, scrap metal, drums, solvents, waste oil and paint wastes. These were disposed in remote areas of the Station, away from work or housing areas. The majority of these activities occurred prior to 1984.

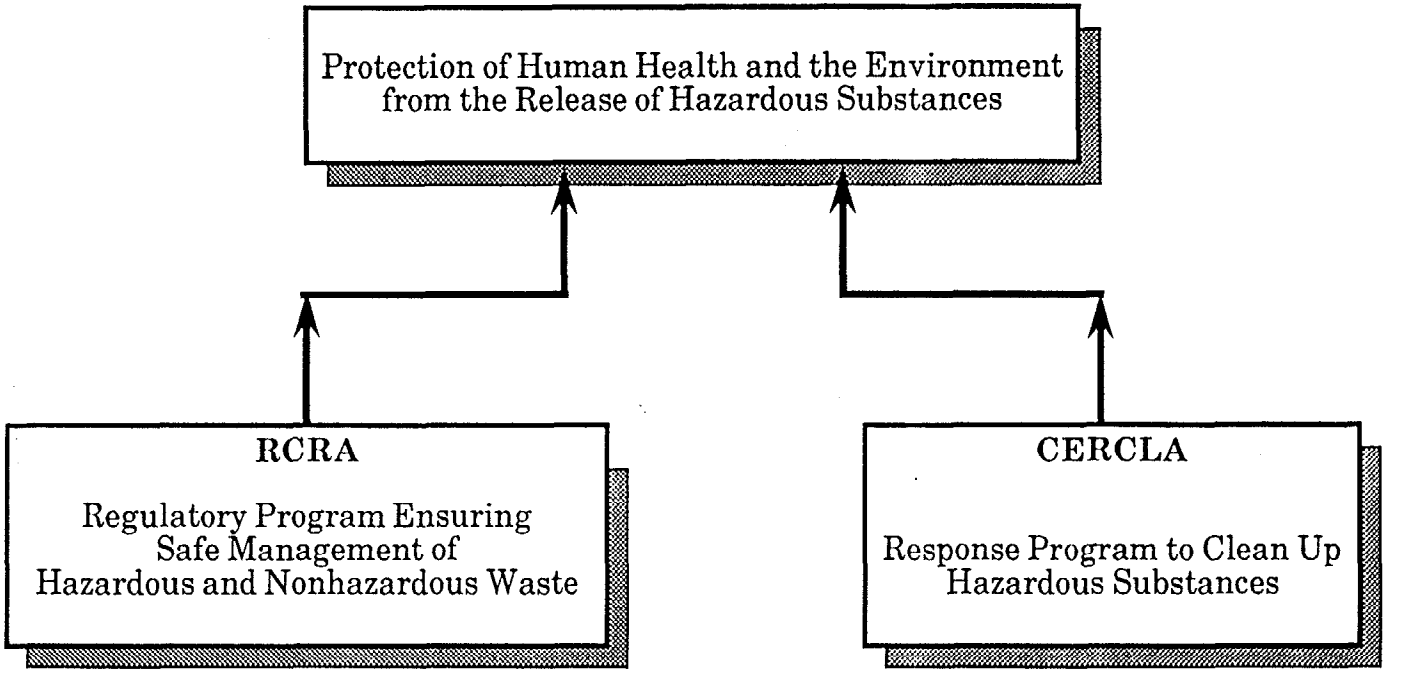
In 1975, the Department of Defense (DoD) began a program to assess past hazardous and toxic materials storage and disposal activities at all Navy and Marine Corps Installations. The goal of this program, the Installation Restoration (IR) Program, is to address uncontrolled hazardous waste sites by eliminating their possible hazards to human health and the environment. Appendix A contains abbreviations used in the IR Program.

The realization that hazardous waste disposal practices may have adverse affects on human health and the environment was expressed by Congress in 1976, with the passage of the Resource Conservation and Recovery Act (RCRA). RCRA was legislated to manage the present and future waste disposal practices of municipal and industrial solid waste handling facilities.

The RCRA study process is illustrated in Figure 2-4. A "RCRA Facility Assessment" or RFA initiates the process. Historical information is reviewed and a visual site inspection (VSI) is completed. Sites identified as sources of potential contamination in the RFA are further studied in a "RCRA Facility Investigation" or RFI. The goal of the RFI is to characterize the nature, extent, and rate of contaminant releases. Those sites determined to require corrective measures to eliminate contamination advance to the "Corrective Measures Study" or CMS phase. During the CMS, different ways to address the source and remove/control the

FIGURE 2-4

RCRA AND CERCLA:
TWO DIFFERENT APPROACHES TO A COMMON GOAL



contamination are identified and evaluated. The goal of the proposed remedy is to remove the threat of the contamination to human health and the environment. After a remedy is selected, it is implemented. During the final stage, the "Corrective Measures Implementation" or CMI, design and construction of the chosen remedy occurs.

In 1980, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) was passed to respond to abandoned hazardous waste sites. The "Superfund" was set up to finance the clean-up if responsible parties were not available or able to provide the required action. Many of these historic waste sites were the results of formerly accepted waste disposal practices. Figures 2-5 and 2-6 provide a comparison of the RCRA and CERCLA program. The overriding difference is that CERCLA addresses past waste sites while RCRA is concerned with present and future operating waste handling facilities.

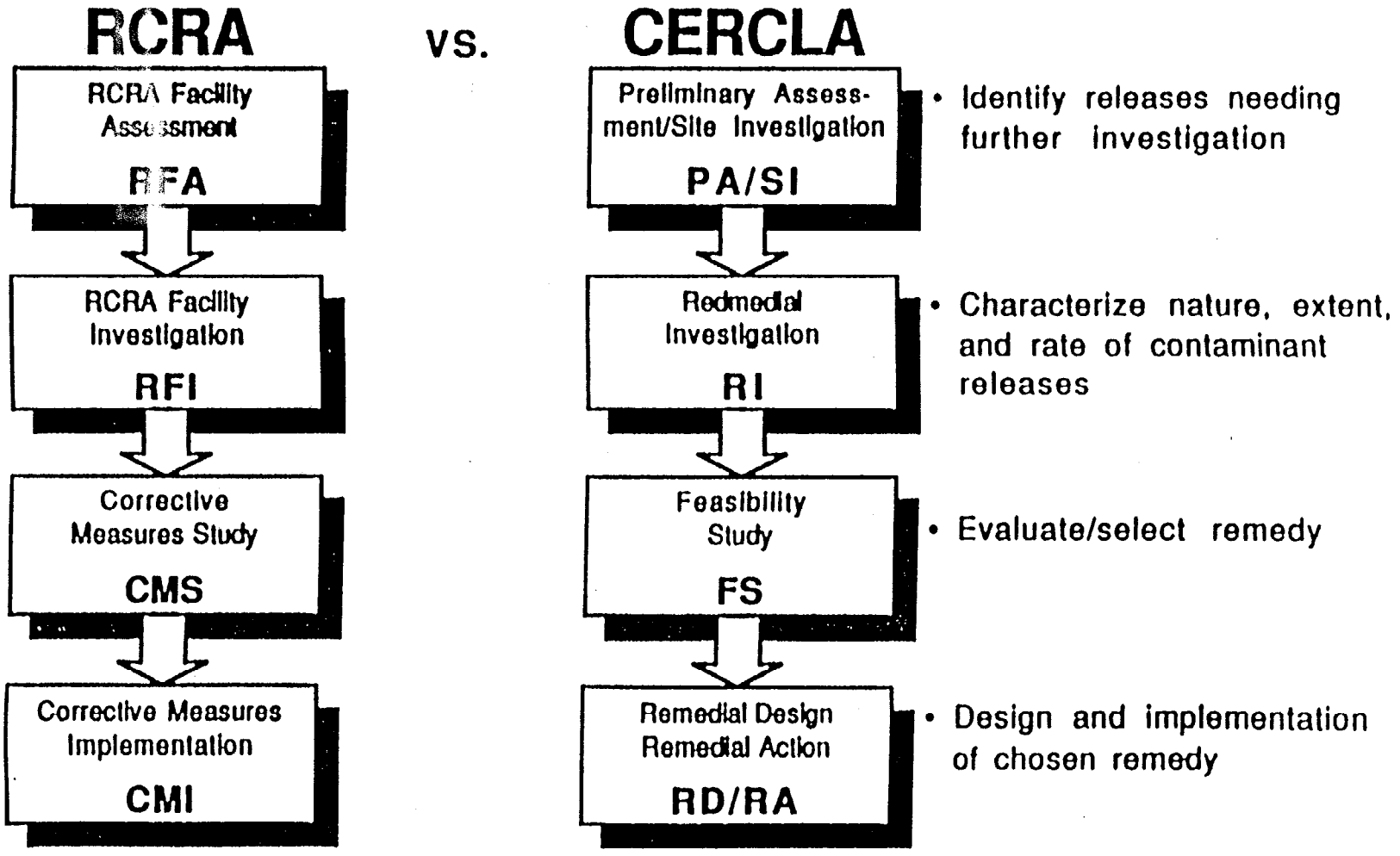
In 1981 the DoD's IR Program was reissued with additional responsibilities and authorities specified in CERCLA delegated to the Secretary of Defense. As a result, the Navy initiated the Navy Assessment and Control of Installation Pollutants (NACIP) program to comply with the new DoD IR Program requirements. The NACIP program utilized a three-phased approach, with an Initial Assessment Study (IAS), Confirmation and Characterization Studies (CS) and Remedial Measures.

In order to address the 1986 Superfund Amendments and Reauthorization Act (SARA), the Navy restructured the IR Program to match the terminology and structure of the EPA program. The current IR Program is entirely consistent with applicable state and federal environmental laws. Figures 2-7 and 2-8 illustrate the NACIP and IR Program process and the change in terminology.

The IR Program is currently initiated with a Preliminary Assessment/Site Inspection (PA/SI) to identify potential threats to human health or the environment. The next phase, Remedial Investigation (RI), is designed to analyze contaminants and evaluate possible contaminant migration. Resulting data will provide an indication of the extent and rate of contamination migration as well as provide additional geological and hydrogeological information.

Consistent with the RI, a Feasibility Study (FS) is initiated to evaluate clean-up, or remedial alternatives that can achieve environmental standards considering factors such as the degree of contamination and potential human health and environmental risks. A variety of clean-up

COMPARISON OF RCRA CORRECTIVE ACTION AND CERCLA REMEDIAL PROCESSES*



* Interim Measures may be performed at any point in the corrective action process.

Figure 2-5

RCRA & CERCLA:
Two Different Approaches to a Common Goal

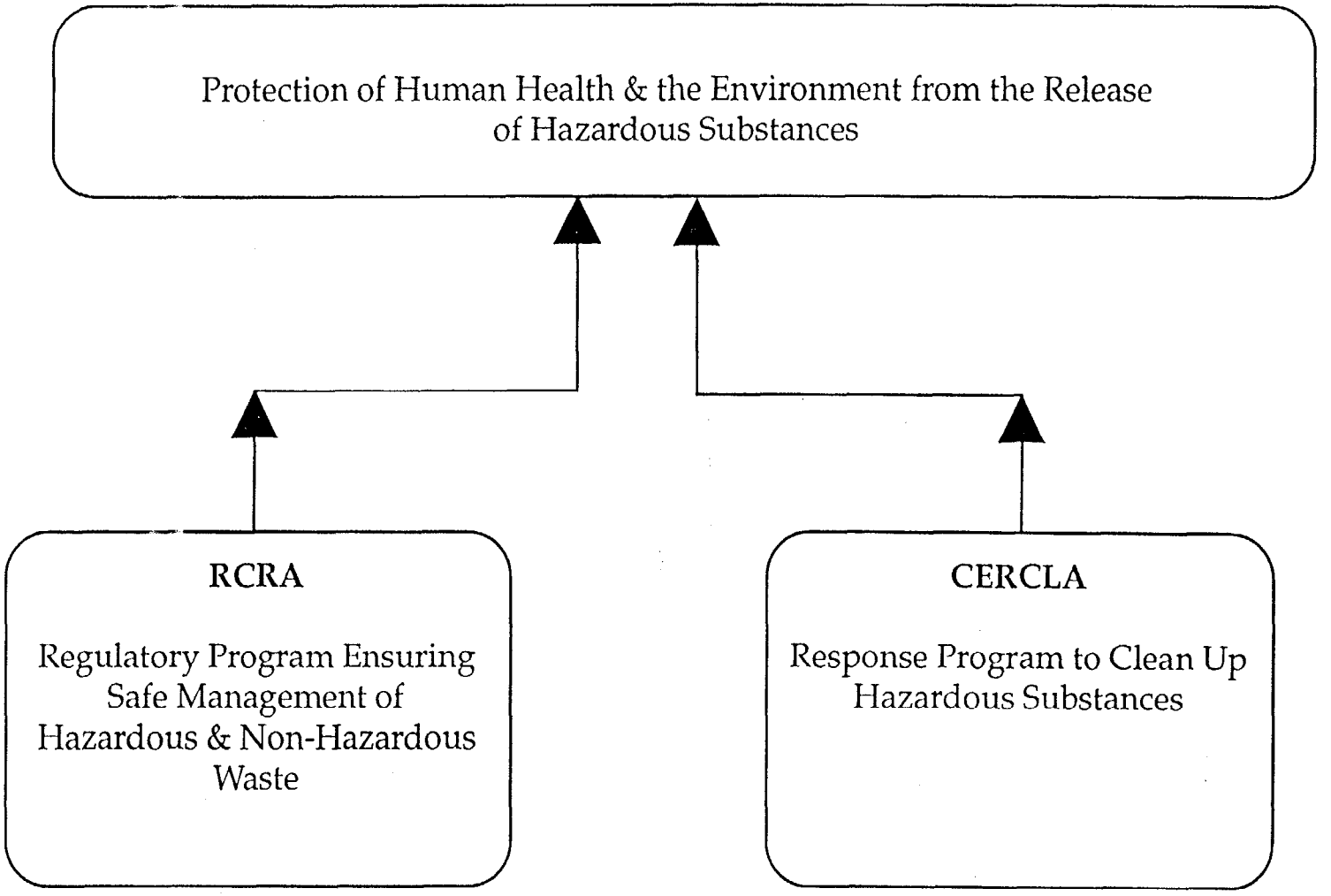
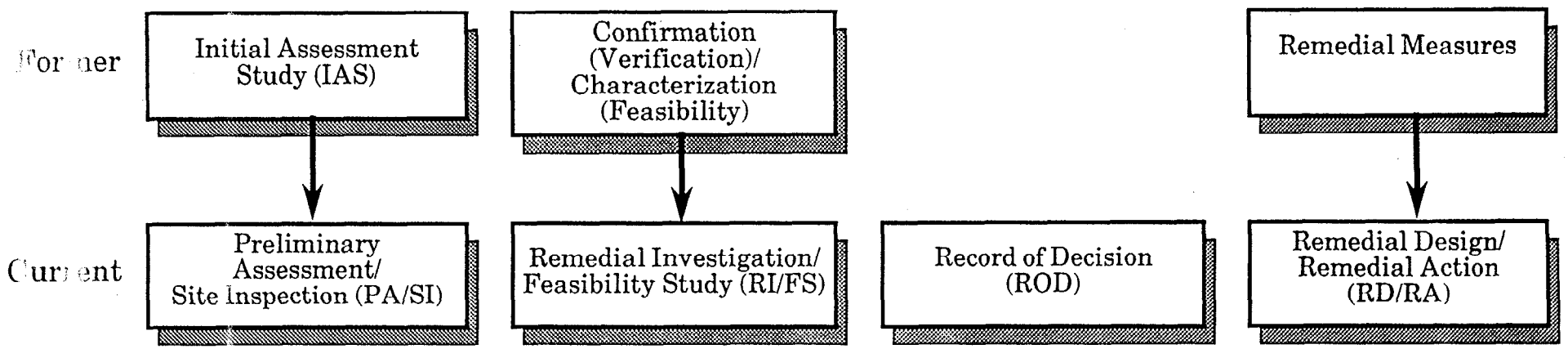


Figure 2-6

FIGURE 2-7

IRP PROGRAM TERMINOLOGY CHANGES



Installation Restoration Program Process

Preliminary Assessment/Site Inspection (PA/SI):
identifies potential threats to human health and the environment

↓

Remedial Investigation (RI):
analyzes contaminants and determines possible contamination migration from site and risks to human health and the environment

↓

Feasibility Study (FS):
evaluates feasible cleanup methods to achieve environmental standards for human health and environment

↓

Proposed Remedial Action Plan (PRAP):
outlines feasible alternatives and recommends remediation or cleanup method

↓

Public Comment Period/Meeting:
allows for public examination of the PRAP and expression of comments to agency; public meeting held to present plan and answer questions

↓

Record of Decision (ROD):
specifies the cleanup method after evaluating public comments

↓

Remedial Design (RD):
involves preparation of construction specifications and other design plans for remediation

↓

Remedial Action (RA):
remediates or clean up the site to approved environmental standards

methods are considered, including the "No Action" alternative. An appropriate method is chosen that is both protective of human health and the environment and is cost effective.

A Proposed Remedial Action Plan (PRAP) is issued outlining the feasible alternatives and recommending the clean-up method. The public then has an opportunity to comment on the PRAP. The comments received are reviewed and addressed. After this public comment period, a Record of Decision/Decision Document (ROD/DD) is issued. Upon completion of the RI/FS phase and signing of the ROD/DD, the third phase, Remedial Design/Remedial Action (RD/RA), is initiated. The RD/RA phase consists of preparation of construction specifications of a clean-up alternative and implementation of the action.

Community input to the IR Program is accomplished in several ways. One method is through the Technical Review Committee (TRC). The TRC is comprised of community, technical, Station, and regulatory personnel. A TRC is organized when a major study is initiated or completed. The documents are reviewed in advance and the committee meets to offer comments, suggestions, or criticism of the study methods or data. The TRC ensures that NAVSTA Roosevelt Roads has additional technical review in addition to community input. Appendix B contains the list of TRC members.

2.5 The IR Program at NAVSTA Roosevelt Roads

As a part of the Navy-wide program, NAVSTA Roosevelt Roads was designated for an IAS in August 1984 by the Naval Energy and Environmental Support Activity (NEESA), Port Hueneme, California. The IAS, conducted in 1984 by Greenleaf/Telesca Planners, Engineers, Architects (Miami, Florida) revealed that past methods of storage, handling and disposal of hazardous substances, though appropriate at that time, did not meet current stringent requirements. Based on information from historical records, aerial photographs, field inspections, and personnel interviews, twenty potentially contaminated sites at NAVSTA Roosevelt Roads were evaluated with regard to contamination characteristics, migration pathways, and pollutant receptors. The IAS concluded that, while none of the sites posed an immediate threat to human health or the environment, numerous sites (approximately 15) at Roosevelt Roads warranted further investigation to assess potential long-term impacts.

In May 1986, a Confirmation Study (CS) was performed by Environmental Science and Engineering (ESE) of Gainsville, Florida. The CS involved actual sampling and monitoring of the sites, and was conducted to confirm or deny the existence of the suspected contamination

and to quantify to some extent the problems which may exist. A second round of sampling was collected in April 1988. The CS investigated the fifteen sites and was completed in 1988.

Also at this time, areas, some in the IR Program, were studied under RCRA. The EPA conducted a RCRA Facility Assessment (RFA) of the Station in 1988. Included in the assessment was a Preliminary Review (PR) and a Visual Site Inspection (VSI) of forty-seven (47) Solid Waste Management Units (SWMUs) and four (4) areas of concern. Currently, a SWMU is defined by EPA as "any discernible unit at which solid wastes have been placed at any time, irrespective of whether the unit was intended for the management of solid or hazardous waste. Such units include any area at a facility at which solid wastes have been routinely and systematically released" (40 CFR Part 264.503). This definition is not meant to include one-time spills of waste; nor is leakage from a chemical product storage tank typically considered a SWMU. A SWMU results from "the result of a systematic human activity" (40 CFR Part 264.503) and includes landfills, waste piles, tanks, wastewater treatment units, and other physical, chemical, or biological treatment units. An AOC is an area, rather than an actual unit, where wastes have been stored or disposed.

The RFA was based on review of records and a site visit. No sampling of groundwater, surface water, soil, or other environmental media occurred. Following assessment of each site concerning the types of wastes managed and the potential for a release of the wastes, recommendations were made. These recommendations centered on gathering additional information about each site. (This information will be gathered during a Field Sampling Program in the Fall of 1992.)

Additionally, during this time period the cross-over from the NACIP Program format occurred. An RI/FS for Sites 15 and 16 and a site summary report for Sites 3, 8, and 9 were initiated by Versar, Inc. in 1990. In 1991, the Navy selected Baker Environmental, Inc. (Baker) to propose plans for an RI/FS for Sites 1, 2, 5, 6, 7, 10, 13, 14, and 18 and a new site, Site 21. The RI/FS is designed to fill data gaps and collect the site-specific information required to develop an appropriate assessment of possible risk to human health and the environment. With input and approval from the TRC members, the Station was able to determine that Sites 4, 8, 19 and 20 were not a risk to human health or the environment and required no further study. Sites 3 and 9 were also recommended to require no further study. The table below provides a list of all the sites at the Station and includes their current study stage.

Site Number / Name	IR Program Study Stage
* 1. Quebrada Disposal Site, Vieques	RI/FS
* 2. Mangrove Disposal Site, Vieques	RI/FS
3. IRFNA/MAF-4 Disposal Site, Vieques	PA/SI (Recommended for No Further Study)
4. Fuels Off-Loading Site, Vieques	Recommended for No Further Study
* 5. Army Cremator Disposal Site	RI/FS
* 6. Langley Drive Disposal Site	RI/FS
* 7. Station Landfill	RI/FS
8. Drone Washdown Area	PA/SI (Recommended for No Further Study)
9. PCB Disposal Dry Dock Area	PA/SI (Recommended for No Further Study)
* 10. Building 25 Storage Area	RI/FS
11. Building 145	Site Remediated
12. Tow Way Road Fuels Farm	Deferred to UST Program
* 13. Tanks 212-217	RI/FS (Possibly deferred to UST Program)
* 14. Ensenada Honda Shoreline and Mangroves	RI/FS
15. Substation No.2	RI/FS Completed (RD/RA recommended)
16. Old Power Plant, Building 38	RI/FS Completed (RD/RA recommended)
17. Crash Crew Fire Training Area	Recommended for No Further Study
* 18. Pest Control Shop (Building 258) and Surrounding Area	RI/FS
19. West EOD Range	Recommended for No Further Study
20. Camp Garcia Disposal Site, Vieques	Recommended for No Further Study
* 21. Old Pesticide Storage (Building 121)	Initiate PA/SI: New Site

*Sites recently identified to undergo conversion to the RCRA format.

The investigation process at the Station is currently in a conversion phase from CERCLA to RCRA. As a result, the planned RI/FS for Sites 1, 2, 5, 6, 7, 10, 13, 14, and 18 was modified to supply information required for the RCRA Study. The data gathered from this field effort will better support a decision on whether further study or action is necessary at each site to protect human health and the environment.

2.6 Site Visit and Site Information

Site information research and Environmental Programs staff interviews were conducted to compile the following site histories and descriptions. Figures 2-9 and 2-10 illustrate the location of each site.

Site 1 - Quebrada Disposal Site, Vieques

Located on the Island of Vieques, the site was used for disposal from the early 1960s to the late 1970s. The site encompasses an area of approximately 500 by 20 feet deep and about 4 feet

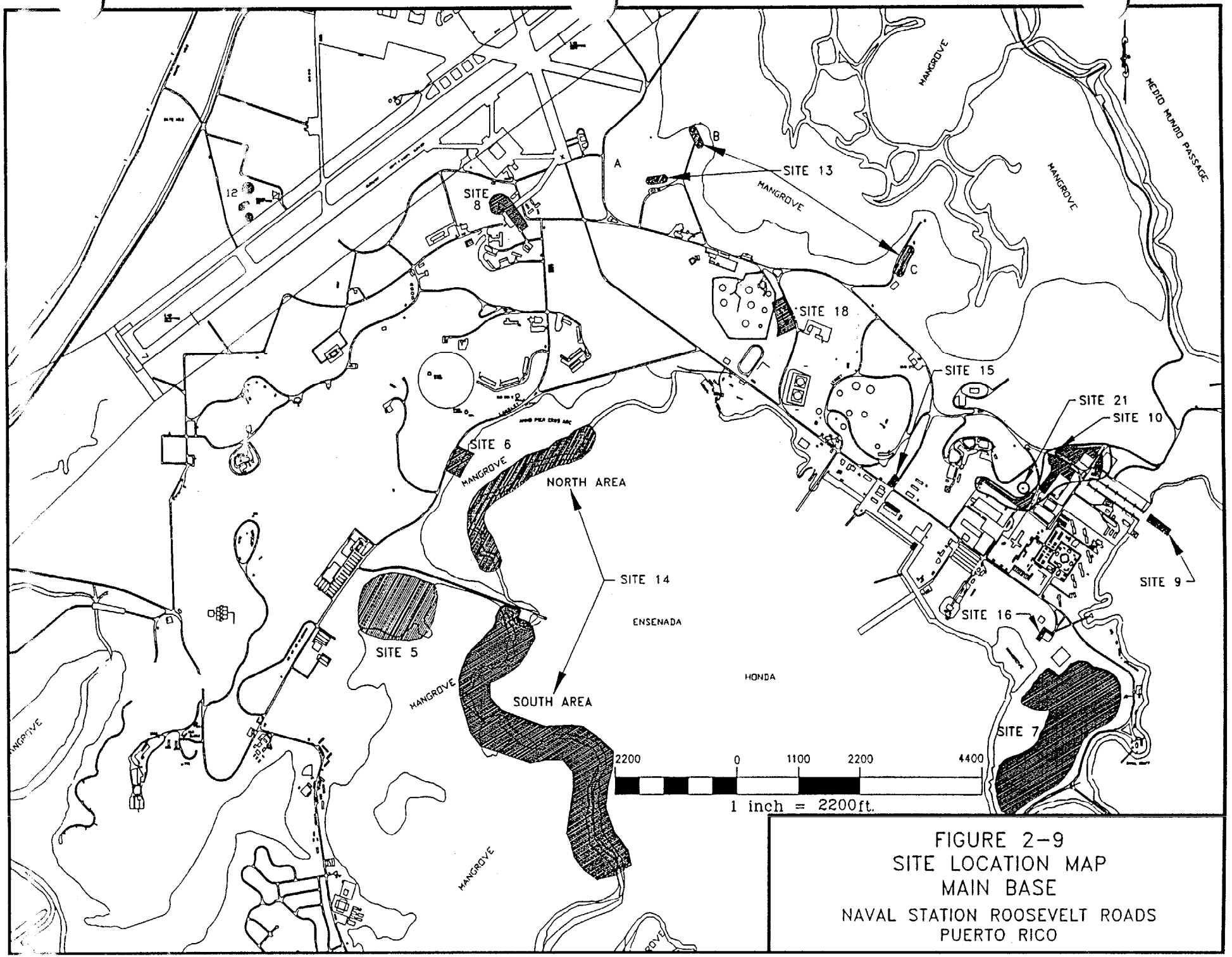
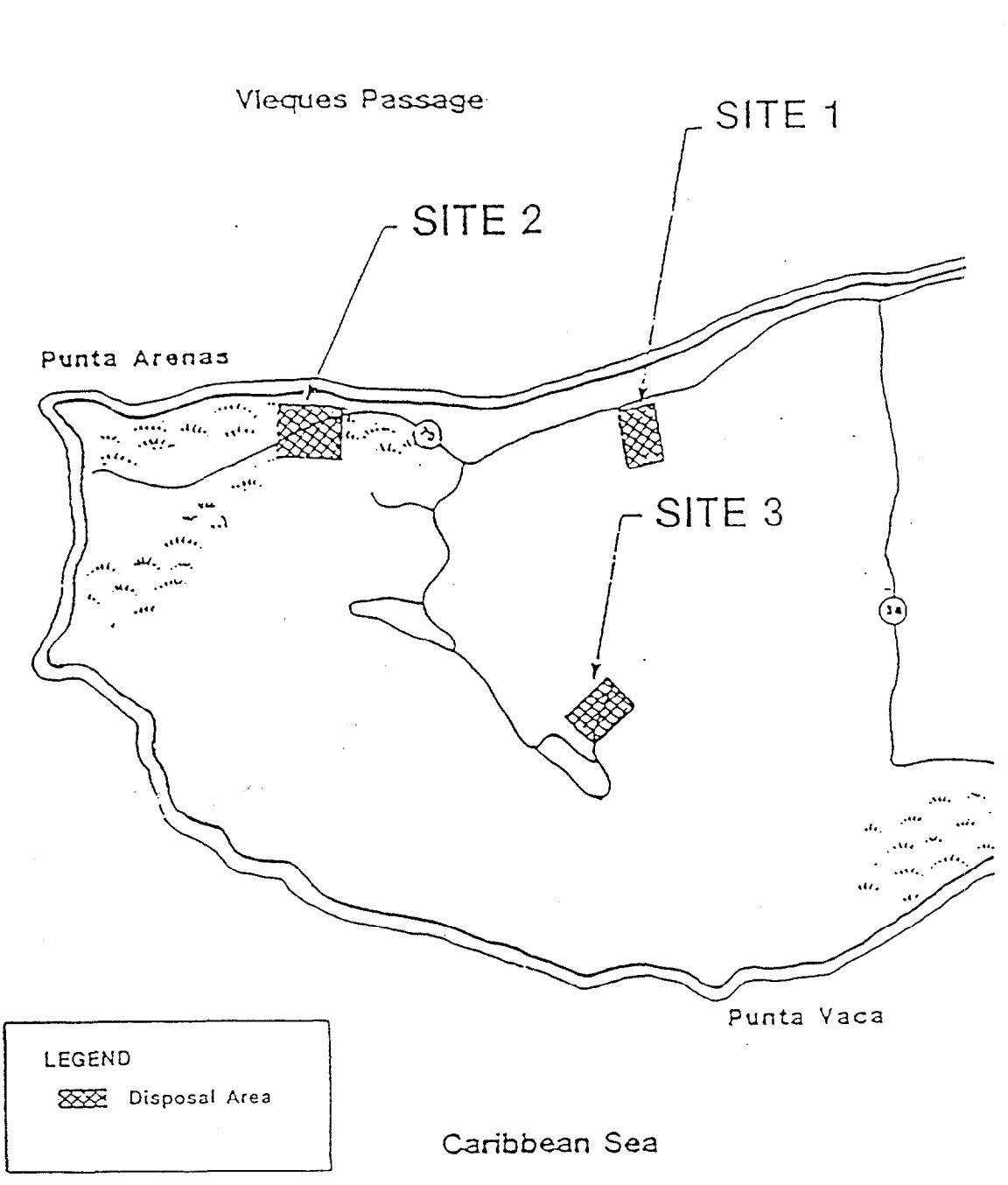
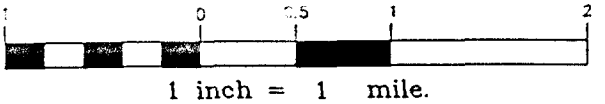


FIGURE 2-9
SITE LOCATION MAP
MAIN BASE
NAVAL STATION ROOSEVELT ROADS
PUERTO RICO





1 inch = 1 mile.

Baker
Baker Environmental, Inc.

FIGURE 2-10
SITE LOCATION MAP
WESTERN PART OF VIEQUES ISLAND

NAVAL STATION ROOSEVELT ROADS
PUERTO RICO

wide. The disposal volume has been estimated at about 1,500 cubic yards. The disposed materials at this site included general Station refuse and industrial waste, with dispersal of the materials down the surface of the steep (60°) slope.

The expected environmental concerns include surface water, soil, and sediment. Human receptors are currently expected to be affected through consumption of fish caught near the discharge from this site, as well as through potential exposure to contaminated soil during recreational fishing. Endangered species such as the Caribbean manatee and the hawkbill, leatherback, green, and loggerhead sea turtles may also be affected by contamination at this site.

Site 2 - Mangrove Disposal Site, Vieques

Located on Vieques Island, this site was used for disposal during the 1960s and 1970s. The site is approximately 300 feet by 100 feet. The disposed materials at this site were general refuse and industrial waste, estimated at about 800 cubic yards; some burning of this material apparently occurred. The expected environmental concerns include surface water, soil, and sediment.

Human receptors are currently expected to be affected through consumption of fish caught at this site, as well as through potential exposure to contaminated soil during recreational fishing. Endangered species such as the Caribbean manatee and the hawksbill, leatherback, green, and loggerhead sea turtles may also be affected by contamination at this site. A large number of land crabs were observed at this site during the Preliminary Site Visit. A layer of tar or asphaltic oil was also found beneath a veneer of mud during the Preliminary Site Visit; this layer appeared to have had no discernible, adverse effect on the local environment.

Site 3 - IRFNA/MAF-4 Disposal Site, Vieques

A single incident of disposal has been recorded for this site, located on Vieques Island. The incident occurred in 1975, when drone (rocket) liquid fuels (fuel from 25 AQM-37A target drones) were emptied into a ravine near Building 422. Approximately 1775 pounds of mixed amine fuel (MAF-4) and 5275 pounds of inhibited red fuming nitric acid (IRFNA) were released across the low-lying ground. A groundwater sample from a nearby well taken during the Confirmation Study only indicated that zinc concentrations would be of interest, although within the National Secondary Drinking Water Standard.

Site 3 lies within the drainage area feeding a spring/stream system used for periodic watering of livestock from the local cooperative ranch; indigenous wildlife also have free access to the stream.

No further information on the status of the site or on the projected evaluation of environmental conditions are available, except the advisement of the Confirmation Study (CS) that the site be neglected as not presenting a foreseeable problem to public health or the environment.

Site 5 - Army Cremator Disposal Site

This site was used for disposal from the early 1940s to the early 1960s. The disposed materials at this site were general Station refuse, municipal and industrial waste, and animal carcasses, estimated to total about 100,000 tons; some burning of this material apparently occurred.

The expected environmental concerns include surface water, groundwater, soil, and sediment. Human receptors are currently expected to be affected through consumption of fish caught at this site, as well as through potential exposure to contaminated soil during recreational fishing. The ecology of the Mangrove Swamp also may be affected by contamination at this site.

Site 6 - Langley Drive Disposal Site

This site was used for disposal from 1939 to 1959. The disposed materials at this site were general Station refuse and industrial waste, estimated at about 1,700 cubic yards. The expected environmental concerns include surface water, groundwater, soil, and sediment. Human receptors are currently expected to be affected through consumption of fish caught offshore of this site, as well as through potential exposure to contaminated soil during recreational fishing. Endangered species such as manatees and sea turtles also may be affected by contamination at this site.

Site 7 - Station Landfill

Since the 1960s, this site has been used as the station landfill. The site encompasses about 85 acres. The disposed materials at this site were general Station refuse, and industrial and

hazardous waste; currently only general refuse is disposed at this landfill. It is estimated that there is over 270,000 tons of waste disposed at the landfill.

The expected environmental concerns include surface water, groundwater, soil, and sediment. Human receptors are currently expected to be affected through recreational swimming and consumption of fish caught offshore at this site, as well as through potential exposure to contaminated soil during recreational fishing. Endangered species such as the West Indian manatee and several species of sea turtles may also be affected by contamination at this site. Potential exposure to fugitive dust from this site may also occur.

Site 8 - Drone Washdown Area

The target drone washdown area is located at Building 860, NAVSTA Roosevelt Roads. Drones that were not destroyed during target practice were recovered by helicopter in Vieques Passage for reuse and returned to Building 860. The drones had been launched from Cabras Island at the eastern entrance to Roosevelt Roads Harbor.

After each drone was retrieved, the outside of the drone was washed with fresh water to remove the saltwater and marker dye, and any remaining fuel was removed from the fuel tank. Fuel and waste water were disposed of in a drainage ditch which flowed to a mangrove swamp and eventually into the harbor. From about 1960 to mid-1970s, all residual fuels (JP-4 and JP-5) contained in the used drones were disposed of in this ditch.

Analytical sampling was recommended for this site based on the conclusions of the IAS. During the CS, surface water and composite sediment and soil samples were collected for identification of potential contamination on two occasions. Samples were analyzed for volatile organic compounds, lead, and oil and grease. Samples were taken upstream and downstream of the probable entry point of the drone washdown fluids into the drainage ditches north, south, and southeast of the site.

The only constituent of concern that was detected in the soil and sediment samples collected at Site 8 at elevated levels was oil and grease. Elevated oil and grease concentrations were detected upstream of the drone washdown area, indicating that oily water may be entering the drainage ditch on a irregular basis from upstream of this area.

The surface water data indicated the sporadic presence of low levels of oil and grease, and volatile organic compounds that may have originated from fuel or degreasing solvents. However, similar to the findings discussed for the sediment data, the surface water data indicated that the constituents of concern emanated from upstream areas. Because the constituent levels detected are within Environmental Protection Agency's environmental standards, no additional monitoring for this site was recommended.

During a recent inspection, no signs of petroleum products or sheens were noted and vegetation appeared lush and healthy. Activities related to the drone washdown area are no longer impacting the surrounding drainage ditch, and the concentrations of contaminants detected warrant no further investigations or remedial action.

Site 9 - PCB Disposal-Dry Dock Area

In approximately 1968, twenty-five 5-gallon cans containing Askarel (a polychlorinated biphenyl [PCB]-dielectric fluid) were reportedly disposed by dropping them into Puerca Bay off the south side of the wharf at the dry dock (Site 9). Some of the cans were in a rusty condition at the time of the disposal. The site is located in an area designated as critical habitat for the Caribbean Manatee, and is also a known habitat for several rare and endangered species, including several species of sea turtles, as well as corals, bivalves, clams, and worms, predators of benthic organisms (fish), and the people who use the wharf for recreational fishing.

A visual inspection of the bottom of Puerca Bay directly adjacent to the pier in the dry dock area failed to locate any of the 5-gallon metal cans reportedly dropped in the water. Only metal and glass drinking containers were found on the bottom, along with other miscellaneous metal scrap. Thirty sediment samples and four surface water samples were also collected on both sides of the pier's third stanchion where the disposal reportedly took place. Surface water and sediment samples were analyzed for PCBs. No PCBs were detected in any of the surface water or sediment samples that were analyzed.

Because no PCBs were detected in any of the surface water and sediment samples analyzed for Site 9, no additional sampling and analysis was recommended. Assuming the reports of PCB disposal were correct, the cans apparently sank into soft sediment or were later buried by sediment. Because of the low solubility of PCBs in water, no migration is anticipated. Additionally, the sampling indicated that the PCBs have not been dispersed from the area

along the wharf where the cans were reportedly disposed. If present in the sediment adjacent to the wharf, the PCBs seem to be isolated from the surrounding environment and not migrating. Under present conditions, the potential for environmental damage resulting from the alleged PCB disposal does not appear to present a risk to human health and the environment. PCBs strongly adsorb to sediment particles. There is relatively little activity (construction, etc.) in the area that would be expected to resuspend the sediment, except dredging activities. With time and additional deposition of sediment, the cans, if actually present, would be further isolated from the environment.

Site 10 - Building 25 Storage Area

Building 25 was used for temporary storage of material from the 1940s to 1979, when it collapsed. The site contains material in and around the collapsed building and within the immediate vicinity. The potential environmental concern is related to the scattering of debris during and after the collapse. This debris would now be considered predominantly an industrial waste. There are no intact structures at this site which pose an environmental concern, only ongoing building construction activities.

The expected environmental concerns include groundwater and soil. Human receptors are currently expected to be affected through dermal contact with soil and inhalation of particulates. Local wildlife may also be affected by soil contamination.

Site 13 - Tanks 212 to 217

The tanks were constructed in 1948 for the storage of AVGAS and were cleaned every five years. Tanks 210 and 211 were abandoned in 1950 and had probably been cleaned only once. Tank cleaning normally resulted in removal of 800 to 1,250 gallons of leaded sludge per tank, disposed in pits adjacent to each tank. An estimated 30,000 to 50,000 gallons of leaded sludge were disposed over a 40-year period. The tank farm currently has active and inactive storage and dispensing facilities for fuels.

The expected environmental concerns include surface water (as an established environment), groundwater, soil, and sediment. Human receptors are currently expected to be affected through consumption of fish caught in the harbor, as well as through potential exposure to contaminated soil. Potential inhalation exposure to vapors generated from the tanks also may

occur. The ecology of the Mangrove Swamp area may also be affected by contamination at this site.

Site 14 - Ensenada Honda Shoreline and Mangroves

The shoreline at this site had been subjected to a major, open-water spill of about 210,000 gallons of marine diesel fuel in 1981. The shoreline has also been subjected to a diesel fuel spill from a tanker in 1978 and a more historic fuel spill from Tank 81 in 1958. The sediment and surface water matrices will be the principal indicators of adverse environmental effects. The location of the site at the tidal margin indicates that groundwater should not be a concern.

Human receptors are currently expected to be affected through consumption of fish caught at this site, as well as potential exposure to contaminated sediment during recreational fishing. Ecological receptors include the manatee and sea turtle, as well as the endangered yellow-shouldered blackbird.

Site 15 - Substation No. 2

From 1964 to the present, NAVSTA Roosevelt Roads maintained and repaired transformers at Substation No. 2, Building 90. As part of maintenance, the transformer oil was drained to facilitate repair to the inner cores and coils. During 1964 to 1979, it was routine practice to drain or pour the transformer oil onto the ground at the work location. It is estimated that a maximum of 3,000 gallons of PCB-contaminated transformer oil was disposed of on the ground at the site during that period of time. Contamination migration from Site 15 could potentially occur by surface runoff and soil erosion through two drainage ditches. Surface runoff would occur from the series of drainage ditches which empty into the Vieques Passage, or into the mangroves that fringe Ensenada Honda and Puerca Bay.

The 1990 RI determined that sediment and soil surrounding the immediate area of Substation No. 2 and the transformer pads was contaminated with PCBs at concentrations exceeding Environmental Protection Agency (EPA) clean-up standards. The depth of soil contamination is at least 1 foot; however, the presence of coral at a depth of 1 foot prevents deeper sampling at this time. An estimated 235 cubic yards of soil/sediment require remediation.

The FS for Site 15 identified three viable remedial alternatives: Alternative A - soil excavation, shipment, and off-site incineration; Alternative B - soil excavation, shipment, and

off-site landfill; and Alternative C - soil excavation, and on-site incineration. Other alternatives were eliminated from consideration for the following reasons: technology not proven at or near full-scale; technology not feasible; technology not applicable, not demonstrated, or not commercially available for testing or destroying PCB solid waste; or technology potentially applicable, but requiring successful laboratory or pilot field tests to demonstrate viability.

The remedial technology recommended for Site 15 is Alternative B - soil excavation, shipment, and off-site landfill. This process option was selected based on probable achievement of the nine CERCLA criteria for selecting remedial alternatives.

Site 16 - Old Power Plant - Building 38

The Old Power Plant, Building 38, was a 60-megawatt steam turbine facility that generated power from the early 1940s through 1949. The plant used Bunker "C" fuel, which was stored in two 50,000-gallon reinforced concrete tanks located directly northeast of the building. During heavy rainfalls in the 1970s, C-fuel was observed in manholes near the building and discharged to an adjacent beach (i.e., Enlisted Beach) via the old cooling water outlet for the Power Plant. A clean-up contractor was hired twice to drain the underground fuel tanks and clean-up the spill. The area where the underground storage tanks (USTs) were located is now paved over with concrete.

From 1956 to 1964, transformer maintenance was performed at Site 16. The majority of transformer repair work was conducted just outside of the building at its northeast corner. Transformer oil was drained into the soil in the immediate vicinity of the building to facilitate repair of the inner cores and coils. The only exception to this practice was with Askarel (a type of PCB) transformers. Employees drained transformers containing Askarel directly to 55-gallon drums, which were disposed of at the station landfill. Approximately 1,600 gallons of transformer oil were drained to the soil in the vicinity of the building, with some portion going to the landfill.

Contaminant migration from Site 16 could potentially occur by surface runoff and soil erosion through a concrete-lined drainage ditch that leads to a storm drain. Manways to the USTs and cooling water tunnel may have been used for disposal of PCB-contaminated fluids. Surface runoff would occur from the series of drainage ditches between the power plant and the

hillside that empty into Vieques Passage, or into the mangroves that fringe Ensenada Honda and Puerca Bay.

The 1990 RI determined that concrete surfaces, and sediment and soil surrounding the immediate area of the Old Power Plant, and the transformer pads are contaminated with PCBs at concentrations exceeding EPA clean-up standards. Additionally, surface water and other samples collected from the cooling water tunnel and UST manways clearly indicate that these areas are extensively contaminated with PCBs and require further investigation. The depth of soil contamination is at least 1 foot; however, the presence of coral at a depth of 1 foot prevents deeper sampling at this time. An estimated 986 cubic yards of soil/sediment require remediation; 20,000 square feet of concrete require remediation.

The FS for Site 16 identified three viable remedial alternatives: Alternative A - soil excavation, shipment, and off-site incineration; Alternative B - soil excavation, shipment, and off-site landfill; and Alternative C - soil excavation, and on-site incineration. Other alternatives were eliminated from consideration for the following reasons: technology not proven at or near full-scale; technology not feasible; technology not applicable, not demonstrated, or not commercially available for testing or destroying PCB solid waste; or technology potentially applicable, but requiring successful laboratory or pilot field tests to demonstrate viability.

The remedial technology recommended for Site 16 is Alternative B - soil excavation, shipment, and off-site landfill. This process option was selected based on probable achievement of the nine CERCLA criteria for selecting remedial alternatives.

Site 18 - Pest Control Shop (Building 258) and Surrounding Area

Building 128 served as the Pest Control Shop from the late 1950s to 1983. Spillage of pesticides occurred in and around the building during this time. Pesticide application equipment was cleaned over a storm drain discharging into a ditch behind the building. Excess pesticides were also discarded in this ditch. The building is no longer standing, with removal following excessive damage from a hurricane. The expected environmental concerns include surface water, groundwater, soil, and sediment. Human receptors are currently expected to be affected through consumption of fish caught near the site, as well as through potential exposure to contaminated soil. Exposure to fugitive dust may also occur. The endangered species in this general area also may be affected by contamination at this site.

Site 21 - Old Pesticide Storage, Building 121

Building 121 is the Old Pesticide Storage Building. This site had not been identified in the IAS, but had been listed in the RFA. This building was used from 1980 to 1988 for the storage of outdated pesticides. During this time, pesticides may have been spilled/lost during handling. The expected environmental concerns at this site include soil and the building itself. Human receptors are currently expected to be affected by contact with contaminated soil, as well as possible contact with the building interior. Fugitive dust from contaminated soil may also be a potential exposure pathway. The ecology in the area is also expected to be affected.

3.0 COMMUNITY BACKGROUND

The target communities for the IR Program Community Relations Program encompass the Station, which includes military and civilian personnel and dependents; Vieques Island; and Ceiba. This designation was made by examining the locations of the sites relative to the local community. The sites are in remote areas and these three are the closest communities.

This section will describe the communities and their involvement with the Station. The community relations interview program will be explained, and the results of the interviews will be presented with a brief analysis and recommendations.

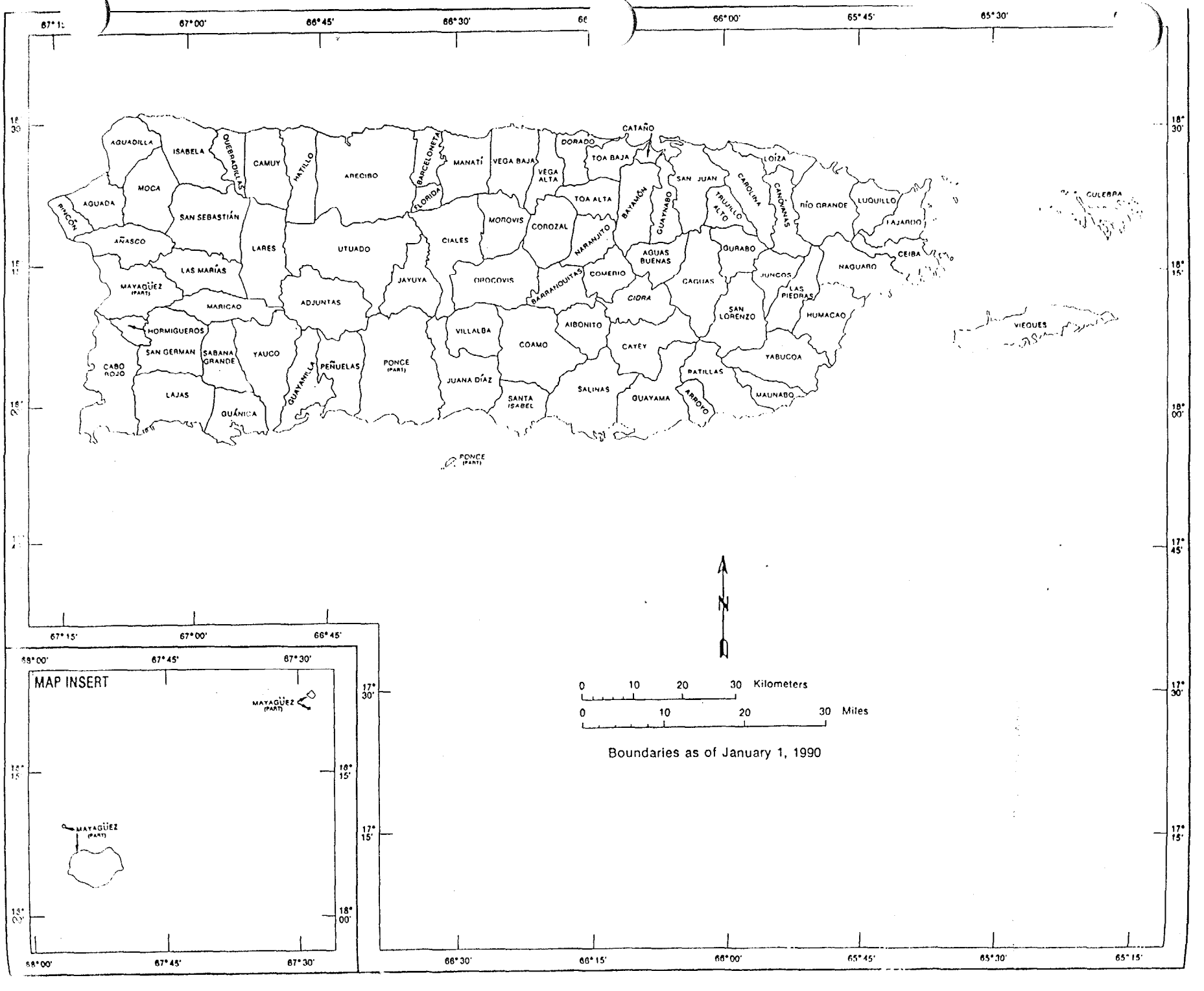
3.1 Community Profile

The following general information is presented for the municipalities of Ceiba, Fajardo, Naguabo, and Vieques as seen in Figure 3-1 (outlining the municipalities of Puerto Rico). Information for Naguabo and Fajardo is included for comparison purposes and because Station personnel live in these municipalities. Following receipt of the 1990 U.S. Census information, more detailed data will be included in this section. Historic newspaper articles regarding the communities and the Station are in Appendix C.

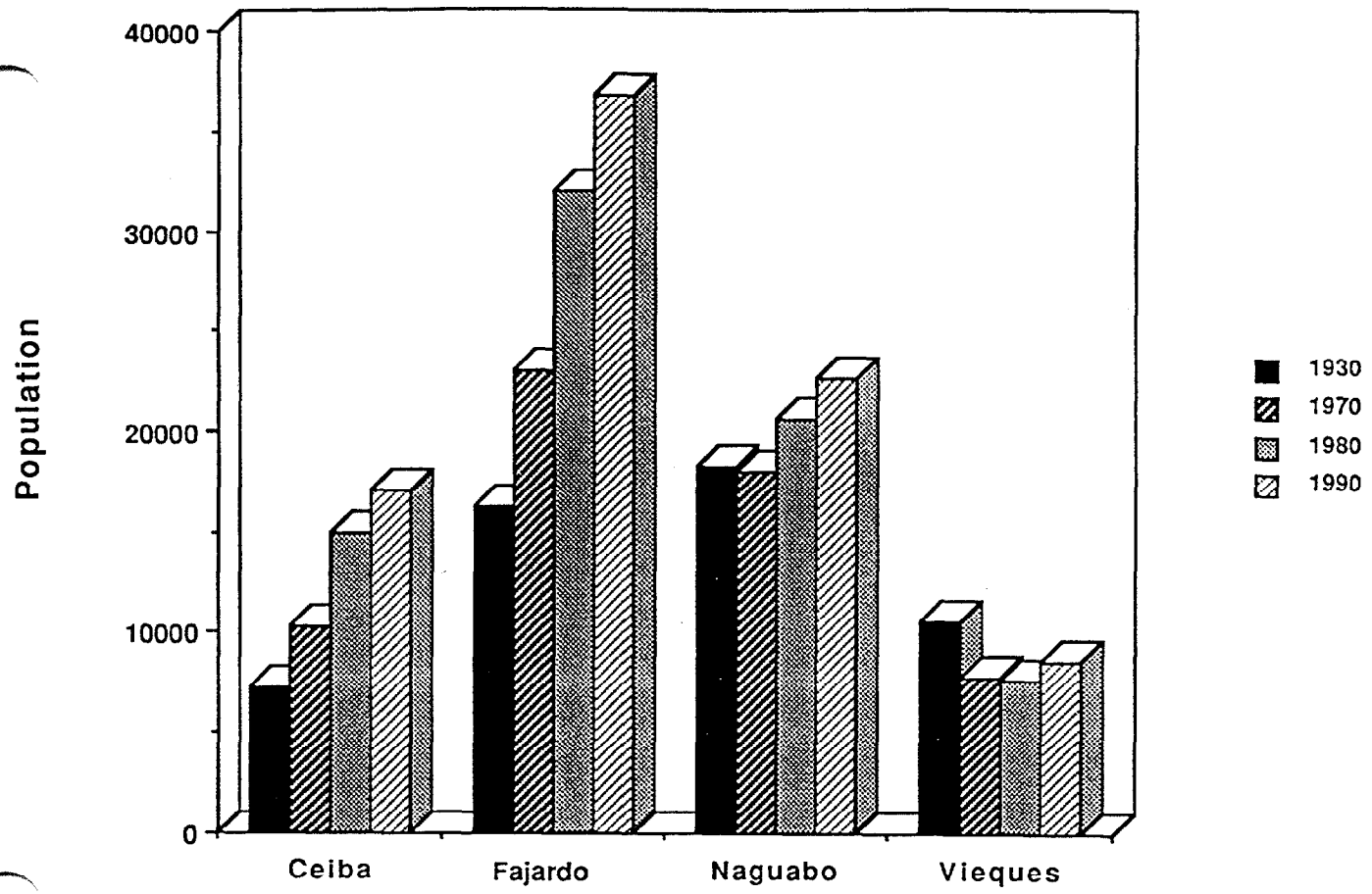
3.1.1 Population

The municipality of Ceiba was founded in 1880. This small, primarily rural area was transformed into an increasingly urban municipality during the 1970s. The expanding neighboring town of Fajardo extended the need for housing and many individuals settled in Ceiba. Figure 3-2 illustrates the growth of this municipality from 1930 to 1990 in comparison to neighboring Fajardo, Naguabo, Vieques, and all of Puerto Rico. Ceiba currently encompasses approximately 27.5 square miles and supports a population of 17, 145 persons (1990 U.S. Census). The median 1990 age in Ceiba is 26.7 versus the 1980 median age of 23.8. Ceiba is following the national trend of having an "aging population" or a population with an increasing percentage of individuals aged 65 and older (see Figures 3-3 and 3-4 for a representation of this trend).

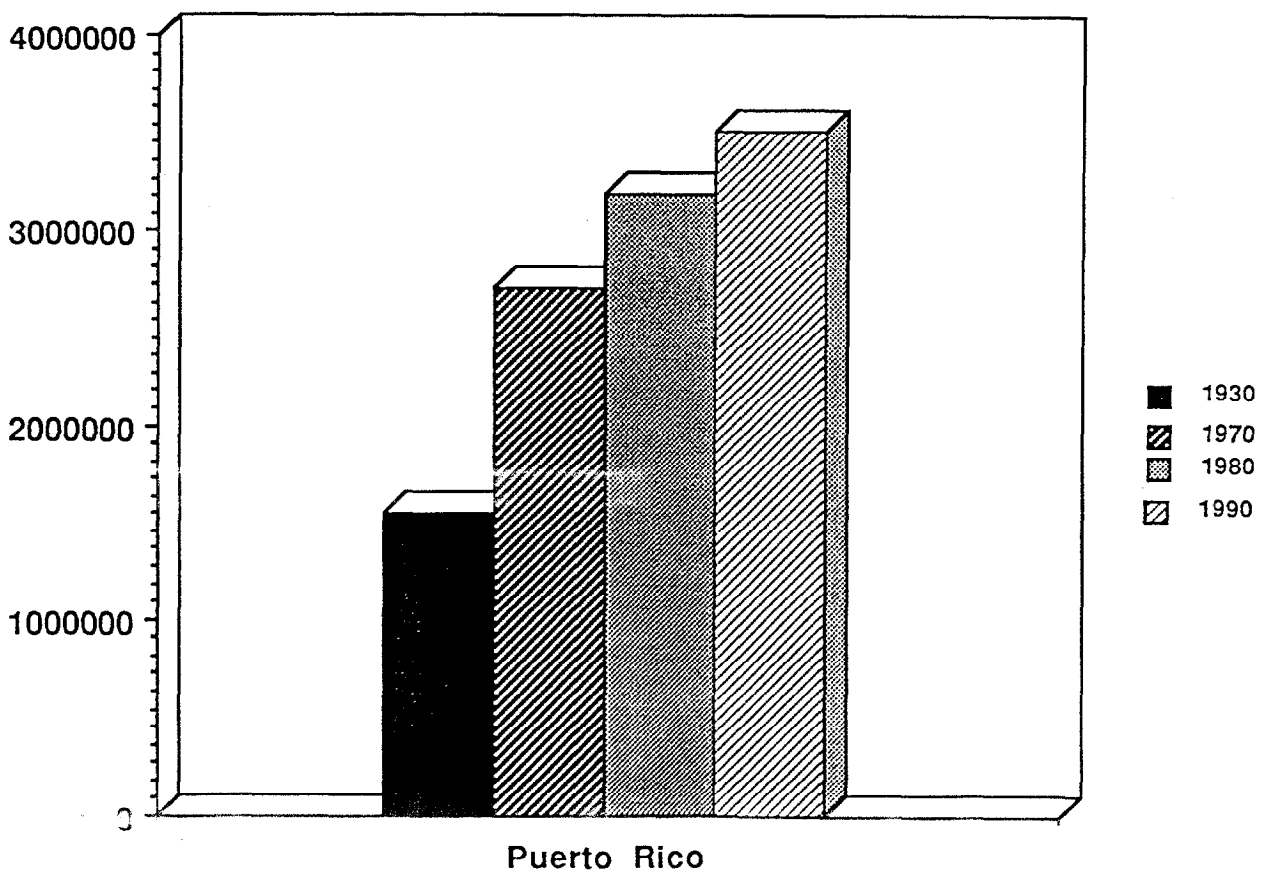
The Island of Vieques encompasses approximately 94 square miles. This primarily rural island has two Navy operations; Roosevelt Roads on the western side and USMC Camp Garcia on the eastern portion of the island. Unlike Ceiba, Vieques has not exhibited steady

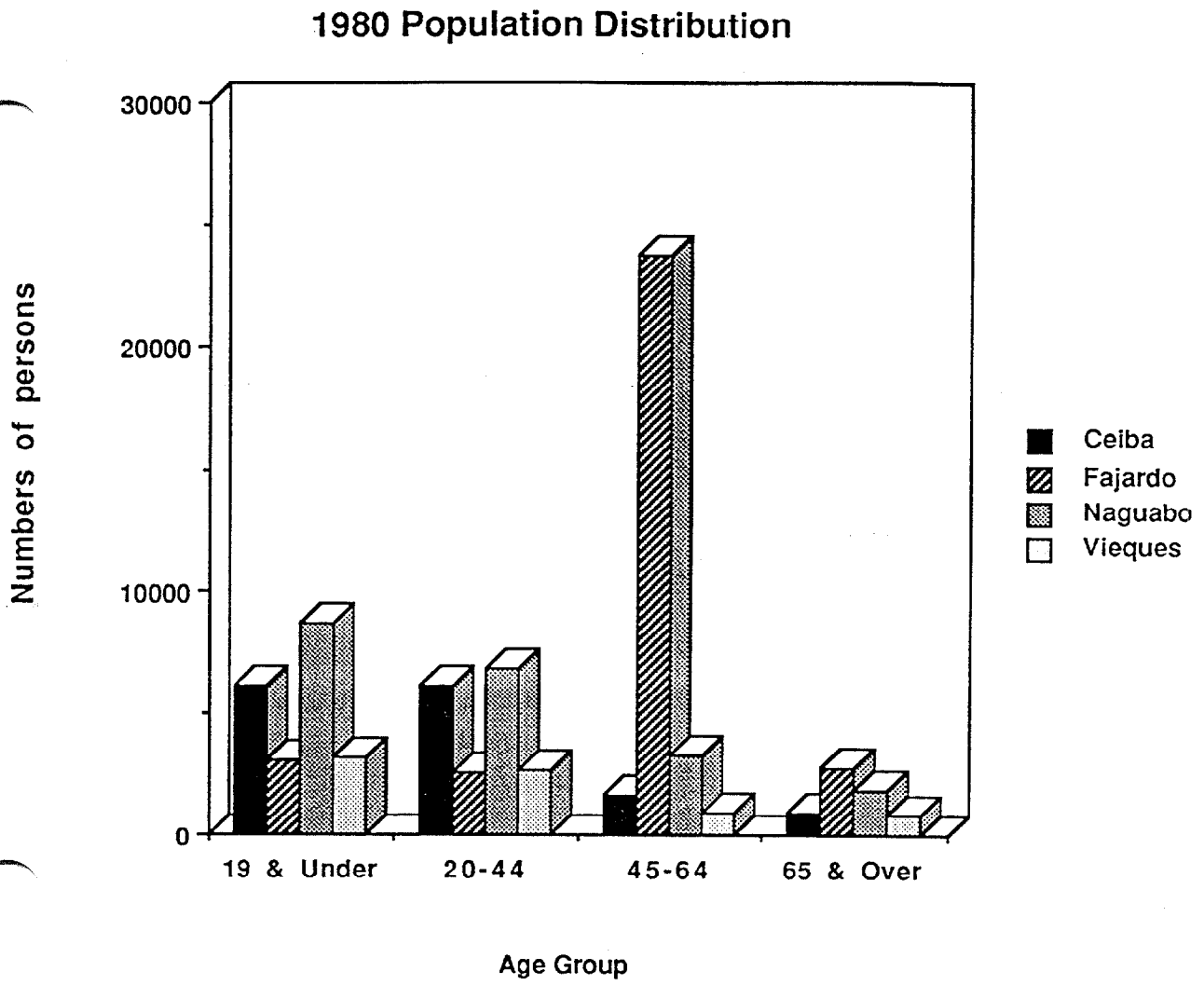

AGUADILLA
ISABELA
QUEBRADILLAS
CAMUY
HATILLO
ARECIBO
BARCELONETA
MANATÍ
VEGA BAJA
VEGA ALTA
DORADO
CATAÑO
TOA BAJA
LOÍZA
AGUADA
MOCA
RINCÓN
SAN SEBASTIÁN
FLORIDA
TOA ALTA
BAYAMÓN
GUAYNABO
SAN JUAN
CAROLINA
CANÓVANAS
TRUJILLO ALTO
RÍO GRANDE
LUQUILLO
CULEBRA
AÑASCO
LARES
UTUADO
CIALES
MOROVIS
COROZAL
NARANJITO
FAJARDO
AGUAS BUENAS
GURABO
CEIBA
LAS MARÍAS
JAYUYA
OROCOVIS
BARRANQUITAS
COMERÍO
CAGUAS
JUNCOS
NAGUABO
MAYAGÜEZ (PART)
MARICAO
ADJUNTAS
CIDRA
LAS PIEDRAS
SAN LORENZO
HUMACAO
HORMIGUEROS
VILLALBA
AIBONITO
VIEQUES
SAN GERMAN
SABANA GRANDE
YAUCO
COAMO
CAYEY
CABO ROJO
GUAYANILLA
PEÑUELAS
PONCE (PART)
JUANA DÍAZ
PATILLAS
YABUCOA
LAJAS
GUÁNICA
SANTA ISABEL
SALINAS
GUAYAMA
ARROYO
MAUNABO
PONCE (PART)
N
0 10 20 30 Kilometers
0 10 20 30 Miles
Boundaries as of January 1, 1990
MAP INSERT
MAYAGÜEZ (PART)
MAYAGÜEZ (PART)

Change in Population Over Time



Change in Population Over Time



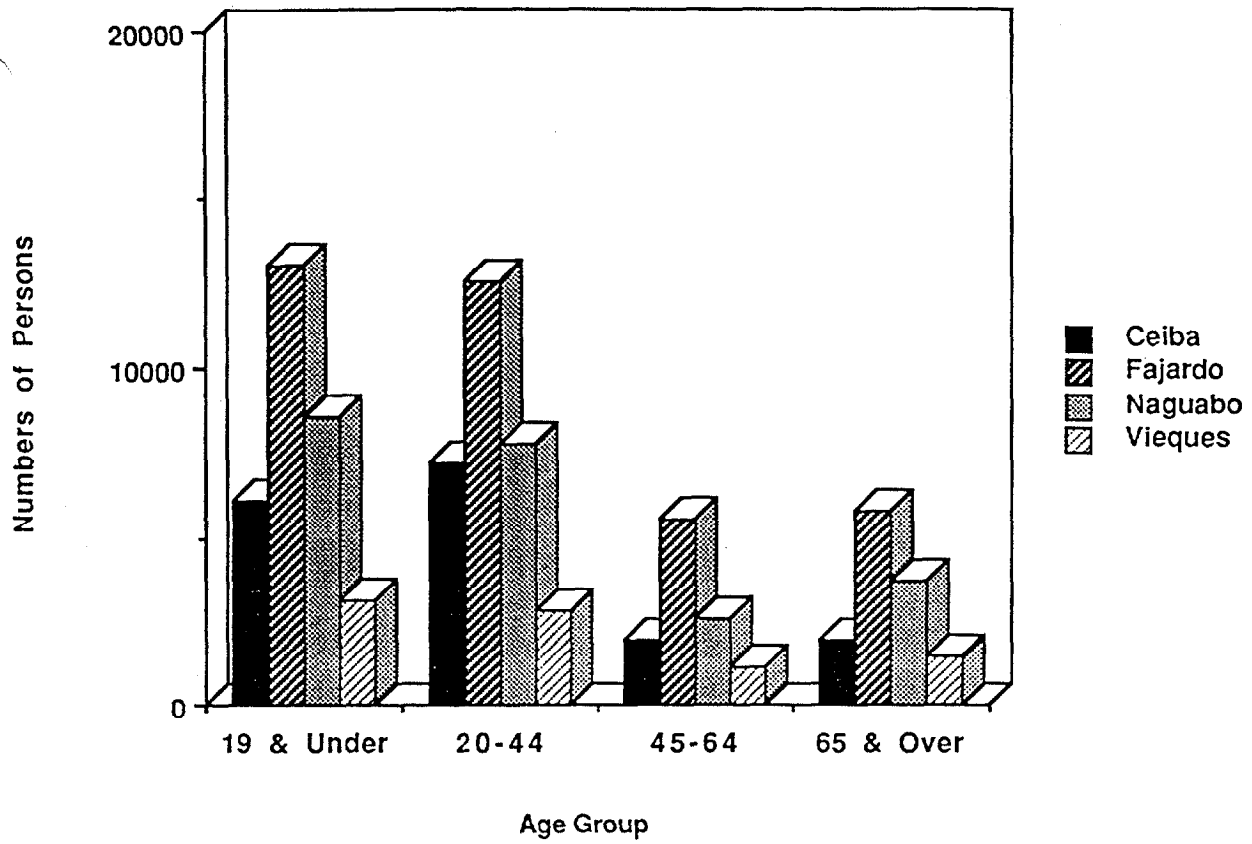


1980 Age Distribution

Age	Ceiba	Fajardo	Naguabo	Vieques
19 & Under	6,166	3,047	8,685	3,211
20-44	6,189	2,538	6,841	2,678
45-64	1,674	23,752	3,299	912
65 & Over	915	2,750	1,792	861
Total Population	14,944	32,087	20,617	7,662
Median Age	23.8	26.4	25	25.6

FIGURE 3-4

1990 Population Distribution



1990 Age Distribution

Age	Ceiba	Fajardo	Naguabo	Vieques
19 & Under	6,108	13,078	8,593	3,159
20-44	7,185	12,535	7,791	2,812
45-64	1,959	5,533	2,584	1,160
65 & Over	1,893	5,736	3,652	1,471
Total Population	17,145	36,882	22,620	8,602
Median Age	26.7	29.2	28.2	28.6

Change in Population from 1980 to 1990:

Age	Ceiba	Fajardo	Naguabo	Vieques
19 & Under	-1%	329%	-1%	-2%
20-44	16%	394%	14%	5%
45-64	17%	-77%	-22%	27%
65 & Over	107%	109%	104%	71%
Total	15%	15%	10%	12%

population growth. As seen in Figure 3-2, the population dropped from 1930 to 1970, then grew to 7,662 persons in 1980. From 1980 to 1990, Vieques supported a population increase of 12 percent or to 8,602 persons as illustrated in Figures 3-3 and 3-4. The median age of this population, 28.6, is also "aging" due to an increase in the "65 and over" bracket.

3.1.2 Economy

Land use in Ceiba is primarily residential with some industrial use. Figures 3-5 and 3-6 provide a representation of the types of occupations of the residents of Ceiba. As shown, public administration, the service industry, and manufacturing dominate the market with 25 percent, 22 percent, and 20 percent, respectively, of the 1980 labor force. The 1990 U.S. Census data for this information was not available as of October 1992.

Figure 3-7 provides 1980 unemployment and income U.S. Census date. Data from 1990 was unavailable at this time. It can be seen from this data that almost one-quarter of Ceiba and over one-third of Vieques have families with no income, compared with less than one-third for the total for Puerto Rico. The labor distribution of Vieques is almost identical to that of Ceiba: 25 percent in public administration; 25 percent in the service industry; and 21 percent in manufacturing. This market composition appears similar to neighboring municipalities. Figure 3-7 also includes data regarding median income and poverty statistics for 1979. Upon issuance of this information from the 1990 U.S. Census, a more meaningful comparison can be made.

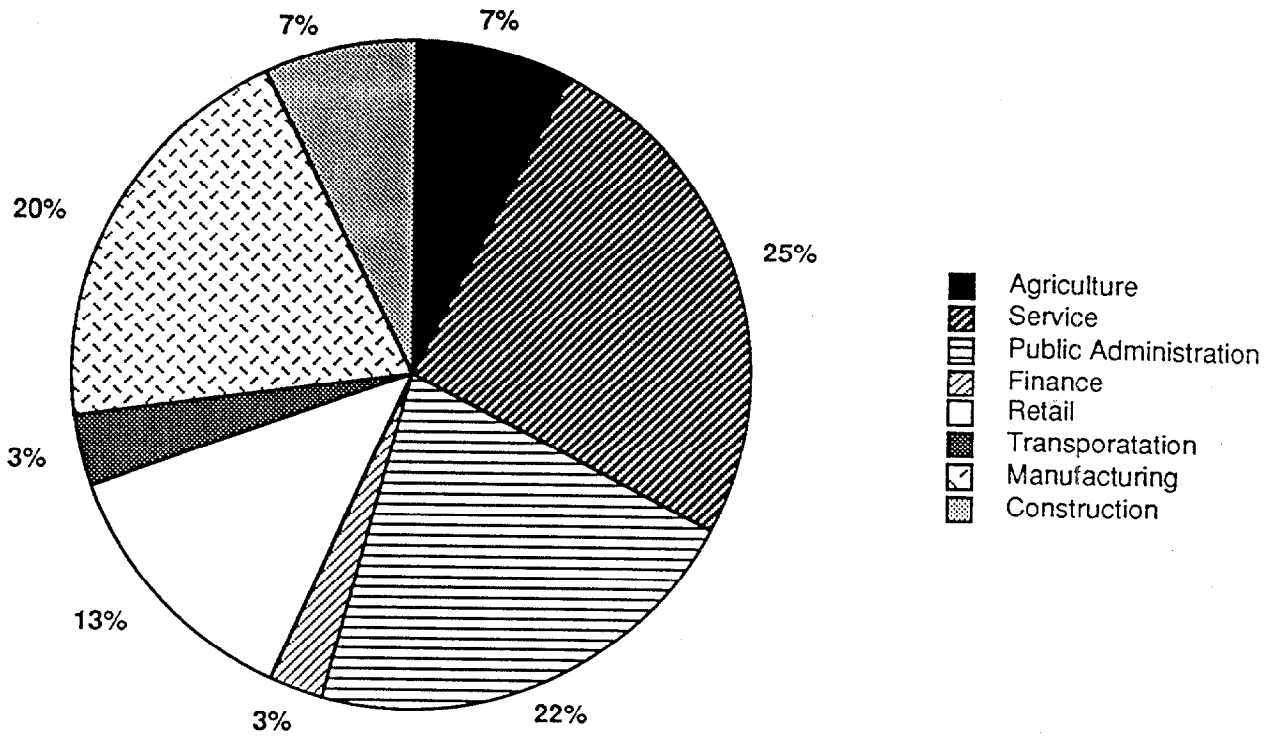
Insofar as a formally-educated work force, the chart below illustrates that Ceiba has the highest percentage of high school graduates, with Vieques trailing (1980 data).

Municipal Area	Percentage of Population with a High School Education (1980)
Ceiba	49.3
Fajardo	40.7
Naguabo	28.0
Vieques	31.2
Total Puerto Rico	39.5

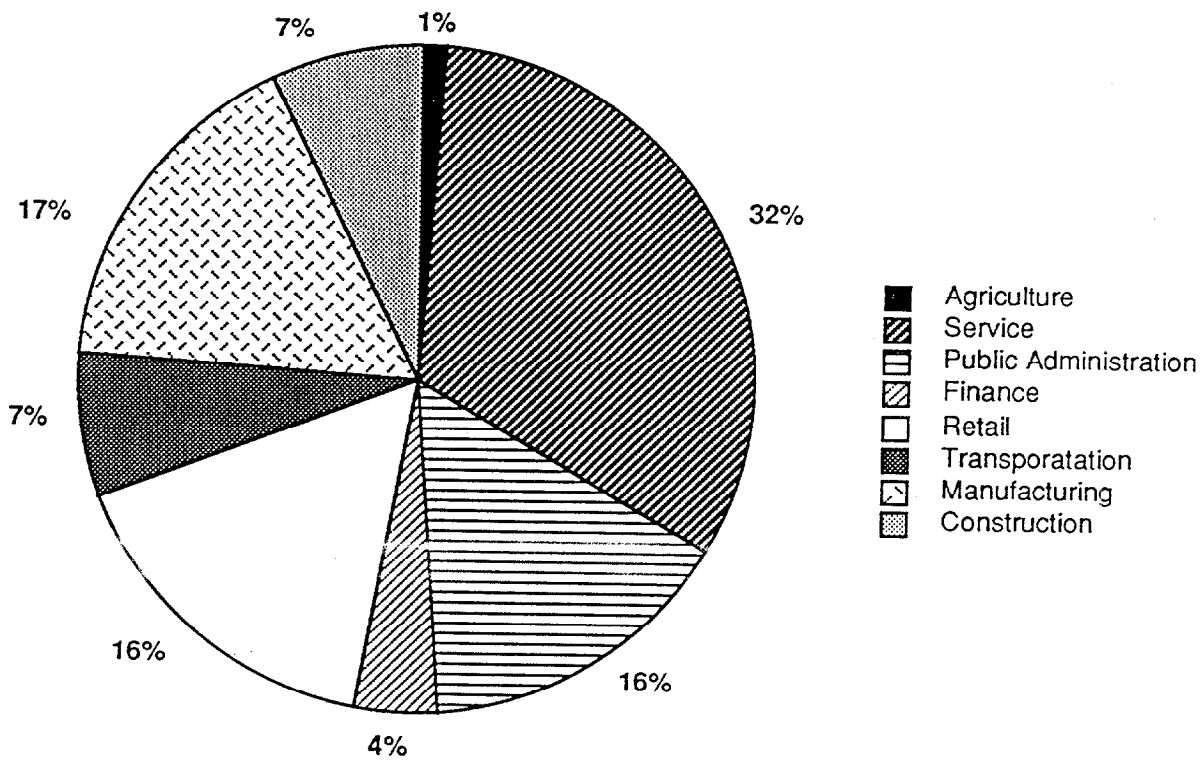
* Source: "1980 Census of the Population Social and Economic Characteristics."
** Note: 1990 Census date not available as of October 1992.

Ceiba 1980 Market Composition

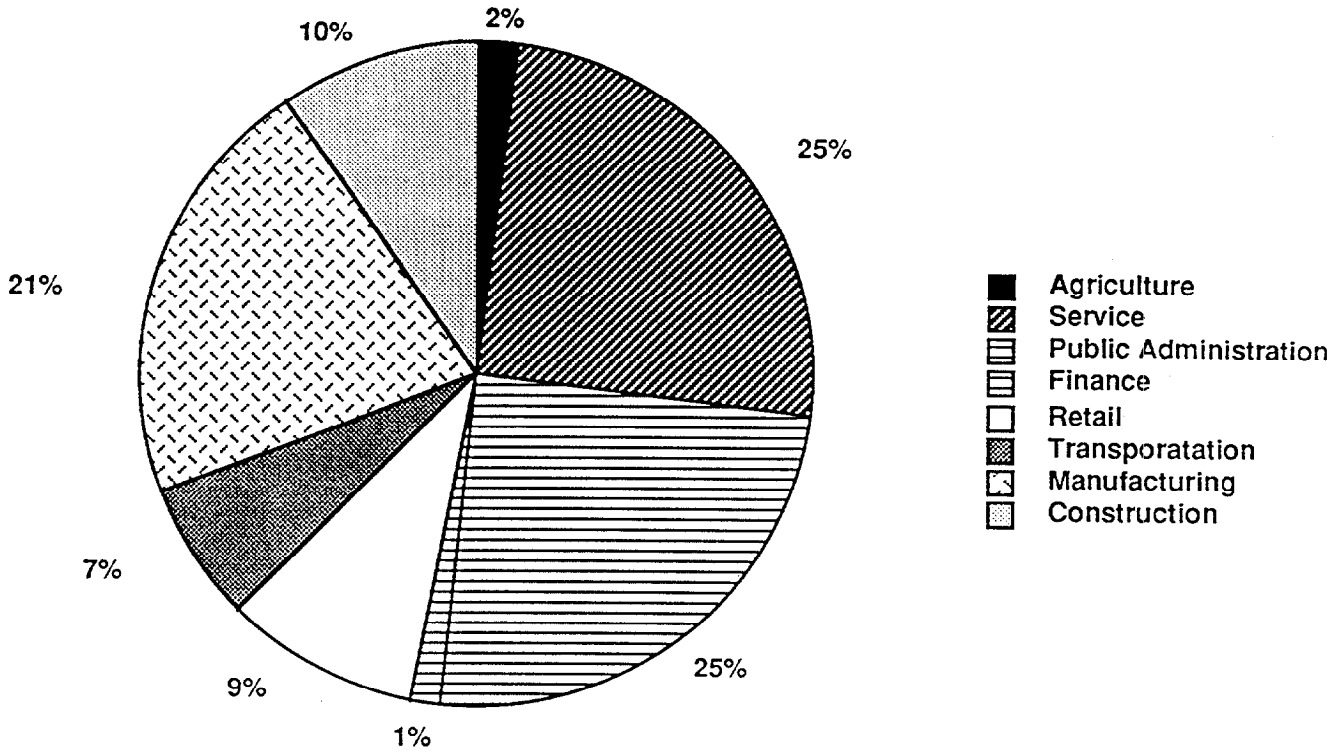
FIGURE 3-5



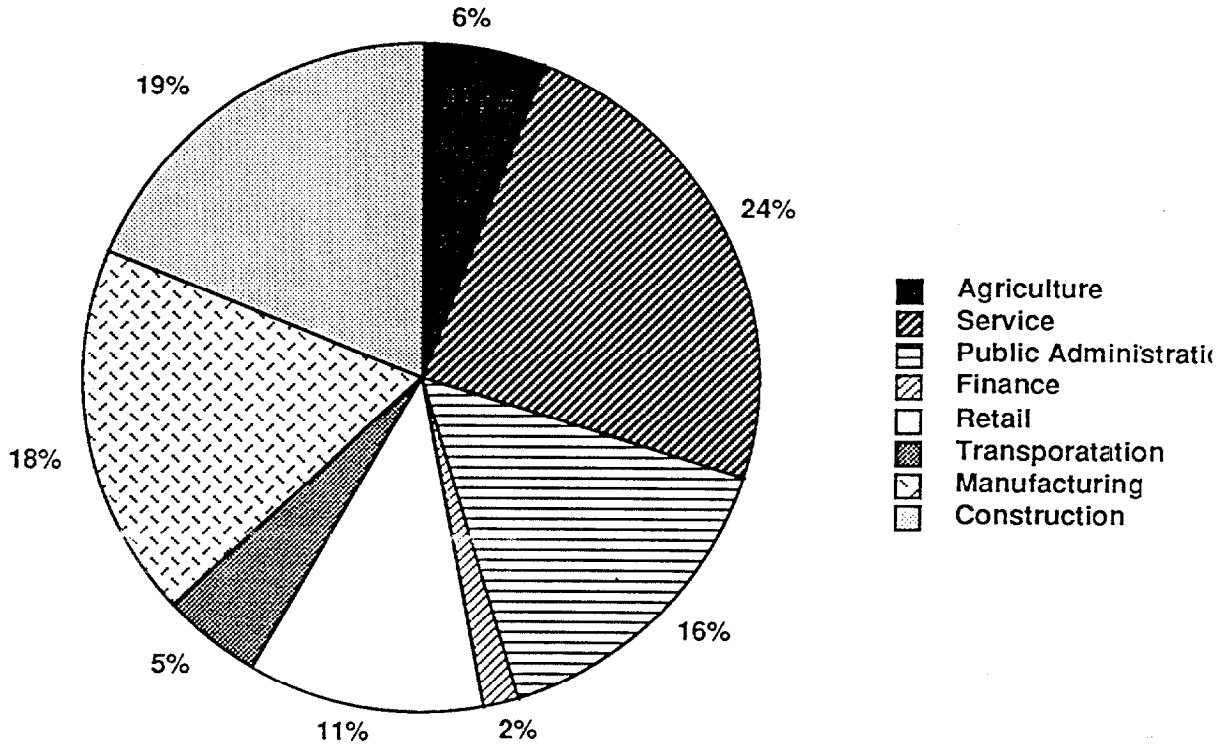
Fajardo 1980 Market Composition



Vieques 1980 Market Composition



Naguabo 1980 Market Composition



Municipal Area	Population % in the Labor Force		Civilian Unemployment	Families with no Workers
	Male	Female	(%)	(%)
Ceiba	69.8	35.0	14.3	23.2
Fajardo	52.5	27.2	13.5	34
Naguabo	50.8	26.0	17.8	32.9
Vieques	46.2	25.1	23.5	38
Total Puerto Rico	54.4	29.1	15.2	30.9

Municipal Area	Median 1979 Income:		1979 Per Capital	1979 Income Below Poverty (%)	
	Household	Family	Income	Personal	Family
Ceiba	$6,983	$7,355	$2,817	52.2	46.5
Fajardo	$4,783	$5,381	$1,925	64.3	60.6
Naguabo	$4,106	$4,725	$1,581	72.8	67.3
Vieques	$3,143	$3,831	$1,480	78.8	75.8
Total Puerto Rico	$5,348	$5,923	$2,126	62.4	58

* source: "1980 Census of the Population Summary of Social and Economic Characteristics"
* Note: 1990 Data not available as of October, 1992

FIGURE 3-7

3.2 Community Interview Program

As part of the requirements of the Community Relations Program, interviews were conducted from June 4 to June 10, 1992. The interview team was comprised of the NAVSTA Roosevelt Roads Public Affairs Officer (PAO) and the Navy Consultant Community Relations Specialist. The NAVSTA Roosevelt Roads IR Program Coordinator attended the community interviews in Vieques and Ceiba. The interviews were conducted to inform the community of the IR Program and the study status of the sites. Additionally, it was of paramount concern to obtain feedback from the community at large on the perception of the Navy as a neighbor, the Navy's commitment to the environmental restoration process, and to learn how the community can best be kept informed of the IR progress.

The interview participants were selected by the PAO and IR Program Coordinator to provide a variety of individuals. Aside from the public officials, the participants were chosen at random. A total of seventeen individuals were interviewed. Appendix D contains the Questionnaires used to guide the interviews. Appendix E is the Fact Sheet distributed to the interview participants. The interview distribution is presented below:

Category	Number of Persons Interviewed
Station Personnel	7
Public Officials	2
Ceiba Residents	5
Vieques Residents	2
Station Resident (dependent)	1
Total	17

Most of the interview participants were not aware of the IR Program and required a briefing to explain the IR Program process and purpose of the community interviews. A compilation of the responses for the main points is as follows.

Modes of Information Dissemination:

The interview participants were asked how they could best be kept informed of the IR Program and study progress. It was explained that information repositories were being established in convenient locations (see Appendix F for proposed locations). Aside from the repositories, the interview participants all suggested traditional modes of communication (television, radio and newspaper) to keep the community informed.

To keep personnel and dependents informed, Station personnel suggested using the established Navy media, especially El Navegante. One participant suggested that as television is a popular medium, an "Awareness Video" about the IR Program could be compiled. Other modes of information dissemination included publishing notices in the "Plan of the Day" and conducting a regularly scheduled IR Program brief with department heads. Mass mailings were suggested, to ensure that all Station personnel were contacted. Several participants suggested working with the Housing Department and the Ombudsman.

Suggested methods of informing the communities of Ceiba and Vieques included utilizing the traditional media forms, particularly The San Juan Star and The Vieques Times. One Ceiba resident remarked that in her area, radio was a primary source of information and she suggested that the Navy take advantage of two new radio stations, located in Ceiba and Naguabo. A recommended, valuable periodical to publish accurate information was cited as the Vieques supplement to El Navegante. This supplement is accessible to civilian employees.

A two-fold approach was also suggested to provide information to the residents of Vieques. This approach involves submitting a story to the newspaper and including a one-page Navy-supplied flyer, which contains similar information. This approach was suggested to ensure that the data submitted was accurately supplied to the general public.

In general, the Vieques residents strongly urged for a more visible, personal relationship between the Navy and the local population to be developed and nurtured. Without such a relationship of trust, they suggest that the information disseminated may not be accepted as fact. The general relationship of this community to the Station is a concern of the Navy and a concern to the effectiveness of the Station IR Program.

Local Media Reliability:

The "local media" was defined as the non-DoD newspapers, radio and television. Due to the relatively remote location of the Station, the majority of the Station personnel and dependents rely on the Navy radio, television and Station publication El Navegante. The local paper was generally thought not to be an accurate source of information regarding the DoD, the Station, or environmental issues. Citizens expressed concerns centered on a tendency for the newspaper to slant issues or exaggerate data in a manner detrimental to the Navy.

Ceiba and Vieques Island residents rely upon two newspapers. The objectivity of the reporting was seriously questioned by Station personnel but was not considered to be a problem with the residents. One interview participant suggested recording any future interviews with the newspaper to safeguard the accuracy of the information provided. Several interview participants remarked that during election year, the media may "have their own agenda" and that objective reporting suffers.

In sum, the Naval Station residents and personnel seem to rely on Navy publications. The Local Media list is in Appendix G.

Confidence with Navy's Environmental Commitment:

The majority of the Station personnel appeared content with the Navy's IR Program and the Navy's commitment to restore the environment. Several interview participants asked questions regarding the input and decision process for choosing the remedial method. Other asked questions such as, "Are you going to dig all of this up and take it away?" and " Where are you going to take it (waste)?" These general questions were answered, and the individuals appeared satisfied.

The communities "outside the gate" were less accepting of the information presented and directed many questions to the interview team. On Vieques, the questions raised were not regarding the IR Program but rather the current operational practices at the Station. It appears that the community is concerned about possible environmental and health affects from these operations. Many of these questions could not be addressed as the interview team was not knowledgeable of the subject matter.

Additionally, the public officials interviewed in Ceiba and Vieques were unaware of the IR Program and were surprised at the extent of studies and efforts underway. The opinion expressed was that "the Navy should be applauded, if you are doing what you say you are (environmental restoration)." This rather cautious attitude suggests that efforts should be directed at informing at least the respective community public officials in a more proactive and regularly scheduled manner. Although non-IR Program issues appear to be the focus of interest for Vieques Island, efforts should be made to provide sufficient IR Program information to avoid confusion and misinformation.

Citizens Comments/Concerns:

Only several of the interview participants had questions regarding the environmental program; the remainder of the queries focused on general community-Navy relations, especially in Vieques and Ceiba. Representatives from both communities remarked that a lack of trust and poor relations with the Navy is present and is due, in part, to a lack of information supplied to their communities. These individuals suggested ways to improve the community-Navy relationship.

3.3 Community Involvement History

The history of community involvement encompasses the relationship of the community with the Navy. This relationship can be social, political and/or environmental and covers a wide range of topics. General information was gathered from newspaper articles and from the community interviews.

NAVSTA Roosevelt Roads conducts "good neighbor" activities with the surrounding communities of Ceiba, Vieques and Naguabo. These activities range from sponsoring holiday festivities and distributing presents to the local children, to providing medical and dental screening. The Station has also provided disaster relief assistance to its neighbors, especially in the wake Hurricane Hugo. As many Station personnel are not fluent in Spanish, participation in programs such as school assistance, fluctuates. The Station supports Boy and Girl Scout programs and sponsors camp-outs, where the youths can earn Merit Badges in a variety of subjects taught by Navy volunteers.

The Navy is also involved with the preservation of endangered or threatened species in the surrounding community areas. The current programs involve the leatherback sea turtles of Vieques and the manatees offshore of NAVSTA Roosevelt Roads. The Navy supports a Department of Natural Resources (DNR) hatchery program which involves removing the sea turtle eggs to a hatchery, safe from predator and high tide. Upon hatching, the baby sea turtles are returned to the ocean. The Navy also agreed to halt maneuvers at beaches where sea turtles are nesting. The manatee program involves tagging manatees caught at the Station and tracking their movements to gather data.

4.0 COMMUNITY RELATIONS PROGRAM

NAVSTA Roosevelt Roads has existed with its neighbors for over forty years. To improve and maintain its good neighbor policy, the Station will strive to inform and educate the public regarding environmental issues and the IR Program (in part through this CRP). The effectiveness of the CRP will rely on timely and accurate information dissemination, feedback from the public, Station response to community concerns, and a dialogue with the regulatory agencies. This CRP has been prepared to accommodate local community issues of concern as expressed in part through community interviews and historical newspaper review. As community response is an integral component of the CRP's success, it has been purposefully designed to provide concerned citizens, elected officials, interest groups and others an avenue to express their ideas and concerns. Finally, an open channel between regulatory agencies, the community and the Station is required to foster the free flow of ideas, information, and mutual trust.

4.1 Goals and Objectives

The main goal of the CRP is to achieve effective, open communication between the Station; communities of Vieques and Ceiba; Station employees; and the regulatory agencies. Informing the public of IR Program activities, providing the public with an avenue for input and comments, and eliciting responses will be achieved through several media strategies as detailed in the following section.

This CRP has been prepared in general accordance with the following guidelines:

1. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (Public Law 96-510), as amended, including Section 117 of the Superfund Amendments and Reauthorization Act (SARA) of 1986 (Public Law 99-499, October 17, 1986).

2. EPA's Public Involvement in the Superfund Program (WH/FS-86-004) and CERCLA Compliance with other environmental statutes [Federal Register 50(20):5928-59321].

3. Community Relations in Superfund: A Handbook [Office of Solid Waste and Emergency Response (OSWER) Directive Number 9230.0-3C, January 1992].

4. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP).

5. The Resource Conservation Recovery Act (1976).

The CRP's main objectives are to:

1. Inform all participants in the IR Program of the CRP and encourage their cooperation.

2. Assure the surrounding and Station community that the health, welfare and safety of their environment is of the utmost importance to NAVSTA Roosevelt Roads.

3. Initiate, maintain, and utilize, as necessary, the interested party information mailing list.

4. Provide information, in layman's terms and in a proactive manner, concerning the IR Program in general and the sites at decision stages in the process to all members of the civilian and military community, elected officials, and federal and state regulatory agency staff in a timely manner.

5. Provide all interested members of the civilian and military community, elected officials, and federal and state regulatory agency staff the opportunity to review and comment on all technical reports resulting from IR Program studies.

6. Provide all interested members of the civilian and military community, elected officials, and federal and state regulatory agency staff opportunities and avenues to present opinions and ideas during the IR Program process.

7. Provide the media with interviews, briefings and requested information, as available, in a timely manner to ensure accurate coverage of the IR Program events.

8. Swiftly and effectively respond to expressed concerns of the civilian and military community, elected officials, and federal and state regulatory agency staff.

9. Cultivate and maintain a cooperative and productive, two-way dialogue with the civilian and military community, elected officials, and federal and state regulatory

agency staff by a proactive PAO to ensure a climate of trust and understanding during the IR Program process.

10. Provide one point of contact through which all inquires regarding the IR Program are directed to ensure continuity and reduce confusion.

11. Periodically evaluate the effectiveness of the CRP during the IR Program process and revise its methods and activities as deemed appropriate.

4.2 Responsibilities

The Commanding Officer, NAVSTA Roosevelt Roads has the CRP implementation responsibilities. NAVSTA Roosevelt Roads is fully committed to the IR Program process and the remediation of hazardous waste sites resulting from past disposal practices which may be a threat to human health and the environment.

The Commanding Officer has assisted in the CRP implementation by sharing tasks with the NAVSTA Roosevelt Roads PAO, Station military and civilian personnel, state and federal regulatory agencies and technical personnel contracted to assist in the IR Program process. The Program Points of Contact is located in Appendix H. These main responsibilities are outlined below.

1. NAVSTA Roosevelt Roads, Puerto Rico:

    a. Implements the CRP; and
    b. Holds/participates in any public meetings regarding site activities.

2. NAVSTA Roosevelt Roads PAO:

    a. Plans, schedules and coordinates all activities and necessary requirements for implementing the CRP. Activities may include specific communication techniques for regulatory agencies, the local community, media, military personnel, and resident and civilian work force as listed in the following sections;

b. Informs and coordinates with Naval Facilities Engineering Command (NAVFACENGCOM) as appropriate, the development and distribution of news releases and fact sheets relating to the site investigation;

c. Provides an on-the-scene spokesperson for the site investigation program and responds to media queries using statements or plans prepared in conjunction with NAVFACENGCOM;

d. Informs the state and all appropriate federal agencies of activities and findings relative to the site, in a timely manner;

e. Insures that Freedom of Information Act requests are properly coordinated;

f. Remains sensitive to the needs and concerns of the local community regarding the site, and implements activities of the CRP as appropriate; and

g. Updates the CRP as new developments and/or changes occur at the site;

3. Naval Facilities Engineering Command (NAVFACENGCOM):

a. Provides general public affairs guidance and support for the implementation of the NAVSTA Roosevelt Roads CRP;

b. Provides timely and accurate information to NAVSTA Roosevelt Roads regarding the site activities and technical data/results; and

c. Refers to appropriate technical and legal personnel for clearance and/or coordination of all material intended for public release that has not been previously cleared or specifically authorized for release in the NAVSTA Roosevelt Roads CRP.

4. United States Environmental Protection Agency (EPA):

a. Acts as a spokesperson on policy or queries concerning programs within EPA's area of responsibility;

b. Provides a spokesperson to respond to appropriate queries from briefings for local officials, interested community groups, citizens and the media; and

c. Responds to press queries, as required, and notifies other involved agencies of responses and potential concerns.

5. Department of Natural Resources (DNR):

a. Acts as a spokesperson on policy or queries concerning programs within DNR's area of responsibility;

b. Provides a spokesperson to respond to appropriate queries from briefings for local officials, interested community groups, citizens and media; and

c. Responds to press queries, as required, and notifies other involved agencies of responses and potential concerns.

4.3 Communication Activities and Techniques

Building and maintaining an effective, yet timely communication network is paramount to successful community relations. Developing different communication techniques for several levels of audience and retaining the flexibility to adapt different tactics according to changes in the public attitude are necessary to cultivate and maintain public trust and participation. The following approaches to construct and maintain this communication network were developed, in part, as a result of suggestions offered during the community interviews, from EPA guidance documents, and from previous community relations activities at other Navy Installations.

4.3.1 Agency Communication Techniques

As emphasized in EPA guidance documents, effective communication between NAVSTA Roosevelt Roads, and state and federal regulatory agencies is necessary for a community relations program. These agencies must be updated to coordinate participation in the CRP. Previously, Station personnel and the agencies have met primarily for annual inspections and coordinated review of past IR Program documents. The following communication techniques

should further improve agency/NAVSTA Roosevelt Roads relationship and coordination with respect to the IR Program.

1. Technical Review Committee (TRC) Meetings

   The TRC meetings are a consortium of agency representatives, public officials, technical and business persons, and Station personnel serving to provide technical review and public comment. Currently, two TRC meetings have been held. TRC meetings will be scheduled periodically, whenever a major project milestone is reached. The additional review by outside sources and the public involvement represented by the TRC meetings are very important to the CRP process.

2. Telephone Conference Calls

   NAVSTA Roosevelt Roads and NAVFACENGCOM will schedule telephone conference calls (whenever a major project milestone is reached) to appropriate regulatory agencies to maintain the lines of communication and the flow of information.

3. News and Fact Sheet Releases

   In order to give the EPA, EQB and local officials time to assess the information and prepare their response to public inquiry, all news releases, fact sheets, or other similar IR Program site information will be provided to NAVFACENGCOM, EPA, EQB, and appropriate local regulators, officials and public information agencies prior to release to the public.

4. Prior Notice of Scheduled Public Meetings

   In order to ensure adequate scheduling time for attendance by the agencies and the public, maximum advance notice is required. The notice for public meetings will be announced both on the local community service cable television station and in the local newspapers, at least one month ahead of the scheduled meeting date.

4.3.2 Local Community and Media Communication Techniques

The NAVSTA Roosevelt Roads Public Affairs Officer (PAO) is the established general information and communications contact for the public and media. The PAO will serve as the main contact for implementing CRP activities and work closely with the Station Installation Restoration Program Coordinator. The following recommended techniques serve to expand the current communication network between NAVSTA Roosevelt Roads and the community.

1. Information Repositories

   A total of four information repositories will be established to allow access to IR Program study documents, letters, relevant collected news clippings, and additional pertinent information. These repositories will be located in the Ceiba Municipal Building; Vieques Municipal Building; Station library and a separate Station location to be suggested by the Public Works/Environmental Engineering Department. (The addresses of these libraries are presented in Appendix F.)

   Procedures will be established to hold the borrower's library card or drivers license while the material is being reviewed to keep the information from leaving the libraries. The locations should have photocopiers available for public use.

2. Fact Sheet/News Releases

   Fact Sheets will be prepared to update the community, regulatory agencies, media, civic groups, elected and civic officials, and mailing-list individuals of project milestones or major developments. For example, a Fact Sheet will most likely be prepared explaining the IR Program process and the final results of the Remedial Investigation (RI), and also to explain the remediation method selected in the Record of Decision/Decision Document (ROD/DD). These will be prepared in a clear, concise manner free of excessive technical jargon. The Fact Sheets will be posted in the municipal buildings, library, post office and other prominent public buildings to increase exposure, and mailed to individuals on the mailing list.

3. Site Brochure

A four-page IR Program summary brochure will be prepared to explain briefly the discovered contaminants and items disposed at each site. A map and photographs of the sites will be included to illustrate site locations. The IR Program process will be described in general, to provide an understanding of the work NAVSTA Roosevelt Roads is undertaking. This brochure will be distributed to the mailing list individuals, the information repositories, elected and civic officials, regulatory officials, media, citizens groups, NAVFACENGCOM and involved Station personnel.

4. Special Briefings for Local Elected Officials

Typically, when the community has concerns or questions, they call their local elected officials to get information or to register a complaint. During interviews, local officials all expressed a willingness to work with NAVSTA Roosevelt Roads and each asserted the importance of being well informed of the progress and events of the IR Program at the Station. In order to keep these key people informed, meetings will be conducted periodically, when major project milestones occur. These meetings will provide an avenue for community concerns to be voiced by officials and for IR Program updates to be explained by the PAO. The forum for the meeting is left to the discretion of the PAO and IR Coordinator.

5. Presentations to Civic Groups and Schools

An effective group communication method is the use of audiovisuals. A slide presentation will be prepared using color photographs of the IR sites for presentation to various interest groups. During the presentation the PAO will also review IR Program progress to date and answer specific questions. No presentations currently are scheduled, but presentation requests from special interest groups and others will be honored as time and support factors allow. These informal presentations are an effective means of distributing information and receiving feedback and were suggested from the community relations interviews.

7. Community Meeting

A Community Meeting will be held at a future date to explain the IR Program progress, findings and recommendations, and also to garner ideas and address concerns from the community. It is important that the community have the opportunity to talk face-to-face with NAVSTA Roosevelt Roads personnel. A suitable place for this meeting, considering size and location, will be recommended at a later date.

Advance notice for the meeting will be published in the local newspapers and sent to the local community cable information television channel. Technical personnel, as well as the PAO and NAVFACENGCOM, will be involved in the meeting. The meeting will be recorded by a stenographer and the resulting document placed in the information repositories.

4.3.3 NAVSTA Roosevelt Roads Personnel, Residents, and Civilian Work Force Communication Techniques

An effective communication network with military personnel and civilian employees must be a priority. Upon initiation of remedial efforts, personnel will be curious and possibly concerned of the activity if not properly briefed.

1. Commander's Weekly Staff Meeting

The PAO, a member of the environmental staff or other appropriate staff member will provide a briefing of the IR Program site activities, conclusions, recommendations and actions to the Commanding Officer and his staff to ensure NAVSTA Roosevelt Roads leaders are informed and aware of IR Program progress or concerns.

2. NAVSTA Roosevelt Roads Information Repositories

The Activity repositories will contain the same site information as the civilian community libraries, and be made accessible to employees. Its availability and locations will be published in the El Navegante.

3. El Navegante

NAVSTA Roosevelt Roads' biweekly newspaper is approximately 16 to 20 pages of general and Station information. Content ranges from "welcome aboard" for new staff and award recognition, to the highlighting of particular Station operations. This periodical will provide an appropriate medium for environmental information to be published, as all employees receive it, and it is reported to be a primary source of information.

5.0 SUMMARY

This CRP has been prepared for NAVSTA Roosevelt Roads through research and community relations interviews. Through the attentive implementation of this CRP, an effective communication network between NAVSTA Roosevelt Roads, residents of Ceiba and Vieques, and the regulatory agencies will address and respond to community concerns. The CRP will be periodically reviewed, evaluated, and modified as necessary to maintain a proactive rapport with the community.

6.0 REFERENCES

Community Relations Interviews.

"Draft Community Relations Plan Remedial Investigation/Feasibility Study Naval Station Roosevelt Roads, Puerto Rico," Versar, Inc. July 25, 1991.

"Draft Work Plan Remedial Investigation Naval Station Roosevelt Roads, Puerto Rico," Baker Environmental, Inc. February 24, 1992.

"Preserving the Land: Navy Shares and Protects Vieques," by LT Hal Pittman. All Hands, October, 1991.

"Remedial Investigation/Feasibility Study for Sites 15 and 16 Naval Station Roosevelt Roads Puerto Rico," Versar, Inc. April 9, 1991.

"U.S. Naval Station Roosevelt Roads, Puerto Rico, Master Plan," 1981.

"U.S. Naval Station Roosevelt Roads, Puerto Rico, Master Plan," 1991.

"1980 Census of Population General Population Characteristics. PR," May 1983.

"General Social and Economic Characteristics PR," February 1984.

"1980 Census of Population Numbers of Inhabitants. PR," June 1982.

1990 U.S. Census data.

Appendix A
Installation Restoration Program (IRP) Abbreviations

APPENDIX A

ABBREVIATIONS IN THE INSTALLATION RESTORATION PROGRAM

CERCLA - Comprehensive Environmental Response, Compensation, and Liability Act; original 1980 Act setting up "SUPERFUND" for hazardous waste (HW) site cleanups nationwide.

CRP - Community Relations Plan

DERA - Defense Environmental Restoration Account; established by Congress, under SARA, to fund DoD HW site cleanups, building demolition, and HW minimization projects.

EPA - Environmental Protection Agency

HRS - Hazard Ranking System; data from PA/SI is scored by EPA using this methodology.

IAS - Initial Assessment Study; Phase I under the old NACIP program, equivalent to the IR program's PA/SI.

IAG - Inter-Agency Agreement; Three party agreement between DoD, EPA, and the affected state for NPL sites only.

IR - Installation Restoration; DoD's program to assess and clean up old HW sites; funded by DERA.

NACIP - Navy Assessment and Control of Installation Pollutants Program; old terminology equivalent to IR program.

NCP - National Oil and Hazardous Waste Contingency Plan

NPL - National Priorities List; sites with HRS scores above 28.5 are considered of national concern and are eligible for SUPERFUND if no "responsible party" can be found; DERA funds apply to cleanup efforts at Navy sites.

PA/SI - Preliminary Assessment/Site Inspection; first phase in the DoD IR and EPA Superfund programs, consists of record searches, interviews, initial data collection for scoring purposes.

RCRA - Resource Conservation and Recovery Act; 1976 Act addressing present and future disposal of hazardous waste.

RD/RA - Remedial Design/Remedial Action; third phase of DoD IR and EPA SUPERFUND programs; consists of design and cleanup phase; emerging technologies for decontamination required where "practicable."

RI/FS - Remedial Investigation/Feasibility Study; second phase of DoD IR and EPA SUPERFUND programs; consists of groundwater profiles, site sampling, pollutant characterization and detailed analysis of remedial alternatives.

ROD - Record of Decision; signed at the end of the RI/FS process, following public comment period on the PRAP.

SARA - Superfund Amendments and Reauthorization Act; makes major changes to CERCLA and RCRA; sets requirements for DERA and TRCs.

TRC - Technical Review Committee; made up of representatives of the Activity, federal, state and local agencies and the community at large to review and comment on actions taken under the IR program.

Appendix B
Technical Review Committee Members

APPENDIX B

TRC MEMBERS

Mr. Pedro A. Maldonado Ojeda
Environmental Quality Board
Commonwealth of Puerto Rico
P.O. Box 11488
Santurce, PR 00901

Ms. Eileen C. Villafane
Environmental Quality Board
Air Quality, Superfund and Emergency
Response Program
Commonwealth of Puerto Rico
P.O. Box 11488
Santurce, PR 09001

Mr. Timothy R. Gordon
U.S. Environmental Protection Agency
Hazardous Waste Facilities Branch
Region II
26 Federal Plaza
New York, NY 10278

Mr. Conrad Sidamon-Eristoff
U.S. Environmental Protection Agency
Region II
26 Federal Plaza
New York, NY 10278

Mr. Juan E. Dávila
U.S. Environmental Protection Agency
Federal Facilities Section
Region II
26 Federal Plaza, 7th Floor
New York, NY 10278

Director Pedro Gelabert
U.S. Environmental Protection Agency
Caribbean Field Office
1413 Fernandez Juncos Avenue
Santurce, PR 00909

Mr. José C. Font
U.S. Environmental Protection Agency
Caribbean Field Office
1413 Fernandez Juncos Avenue
Santurce, PR 00909

Honorable Manuela Santiago
Mayoress of Vieques
City Hall
Vieques, PR 00735

Honorable Gilberto Camacho
Mayor of Ceiba
P.O. Box 224
Ceiba, PR 00635

Honorable Santos Rohena Betancourt
Department of Natural Resources
P.O. Box 5887
Puerta de Tierra, PR 00906

Mr. Arturo Torres
U.S. Geological Service
P.O. Box 364424
San Juan, PR 00936

Mr. James P. Oland
U.S. Fish and Wildlife Service
Caribbean Field Office
P.O. Box 491
Boquerón, PR 00622

Commanding Officer
U.S. Naval Station
FPO AA 34051-3001

Appendix C
Historical News Clippings

Apéndice C
Artículos periodísticos históricos

The San Juan Star
Tuesday, August 27, 1991

Entrance to El Yunque rain forest.

Dwarf Forest should be open to strollers

The road through the Bosque Enano, the Dwarf Forest, in El Yunque has been closed to unauthorized vehicles with a sign and a locked barrier for as long as I can remember, which goes many years back.

Fine with me: It makes a lovely place to stroll.

Now the commander of the U.S. Navy at Roosevelt Roads has mounted a "Keep Out" sign, even for strollers, and hired private security guards to menace anyone who tries to penetrate into the Bosque Enano.

Apparently the Navy now considers the area part of the Roosevelt Roads naval base.

The Navy operates a radar station on the Pico Este, as I understand it.

I suppose they want security.

But the radar station lies miles up the road.

Why then do they have to take over such a huge chunk of the El Yunque rain forest and deny it even to walkers?

This seems to be another case of military disrespect for the public.

They take what they want, and everybody else must keep out.

John Severino
Río Piedras

SAVING THE TURTLES

by Migdisa Capó

Staff writer

Nearly 200 endangered sea turtles made their first dive into the waters off a restricted Vieques beach on a recent weekend.

The newborn turtles survived, safe from predators, during their two-month incubation period under a new government program designed by the Commonwealth and the U.S. Navy to help leatherback and hawksbill turtles reproduce safely.

The Navy agreed to halt maneuvers at restricted Yellow Beach to allow turtle nesting. It also gave $60,000 to the Department of Natural Resources to build and operate a hatchery on federal land at Mosquito Beach until fiscal 1992.

The program began to bear fruit this summer with the release of nearly 900 sea turtles into Vieques waters so far.

The turtles are cared for long before they hatch. Two DNR biologists track nests and remove the eggs by hand to protect them from predators and high tides. The eggs are then taken to a hatchery, where they are placed in man-made nests for two months. Once the tiny turtles extricate themselves from their shells, they are released on the beach the next night.

The newborns are about 63 millimeters long and 43 millimeters wide, which is smaller than a credit card. They weigh only 48 grams or a little more than a pound. If they reach adulthood, a leatherback can weigh between 700 and 1,300 pounds while a hawksbill can grow to about 100 pounds. Both species can live about 100 years.

Leatherback turtles, which are black, have elongated bodies with medium-sized round heads. Hawksbill turtles have heart-shaped or elongated bodies with small, narrow heads and pronounced sharp beaks. They are brownish with variable light markings.

On the first three days of August, DNR biologists released the product of three nests — 179 leatherback turtles — at Yellow Beach. "They looked like ants marching into the water," said DNR biologist Edgardo Belardo.

The biologists have released 560 leatherback and 318 hawksbill turtles — most of them at Yellow Beach — from 33 nests so far. They have spotted

The San Juan Star
Sunday, September 1, 1991

nine hawksbill nests and expect to find a few more before the nesting season ends in October.

The program for incubating and releasing hatchlings is intended to reduce the tiny turtles' extremely high mortality rate. Experts say the hatchlings' chances of surviving their predators, which include sharks, bluefish, mackerel and other fish, birds and humans, are slim.

"Nobody knows how long they'll survive," says Robert Matos, director of DNR's Reserves and Refuges Division. "But experts say that only one out of 1,000 that make it into the water survive."

Sea turtles originated some 200 million years ago and have adapted to dramatic changes in their environment. But experts say it is questionable whether the turtles will survive modern man.

In Puerto Rico, anyone who catches or kills an endangered species faces a $500 fine and/or six months in jail under Commonwealth law or a $25,000 fine and/or one year in jail under federal law. Leatherback and hawksbill turtles are endangered species under both laws. Despite the ban, demand for sea turtles on the black market remains high.

"Most of the few turtles that come out of the ocean to nest are killed and their eggs are stolen," said Matos.

Another problem is the lack of available nesting sites. In addition to Vieques, the species are known to nest only in Piñones, Luquillo, and Humacao in Puerto Rico. Former nesting sites have vanished with the construction of beachfront hotels and other projects.

The slim chances of survival have not deterred Belardo and his aide, Gerardo Román, also a biologist. They say they are pleased with the results of their efforts to save the two species from extinction, and expressed hope that the program be extended after the Navy evaluation next year.

"We dedicate all our efforts to this," said Belardo. "We see it as a contribution to help save a species endangered because of man."

The San Juan Star
Sunday, September 1, 1991

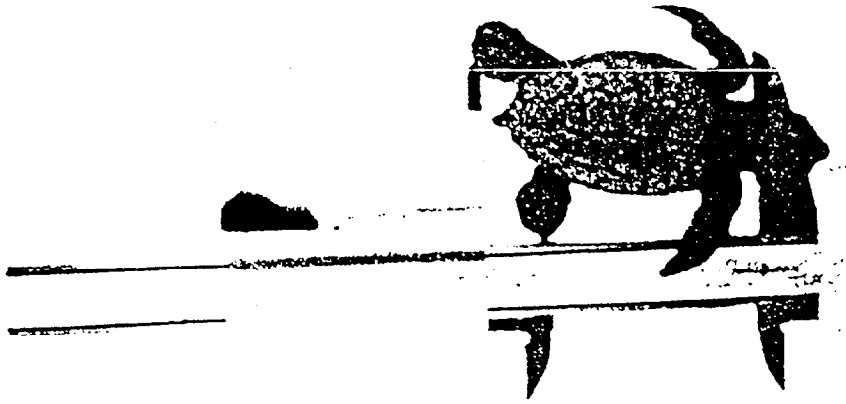
FEATURE

Looking as clumsy as newborn puppies, three tiny leatherback turtles make their way to the cold waters off Yellow Beach.

A Department of Natural Resources biologist measures a leatherback turtle egg before placing it in a man-made nest at the DNR hatchery in Vieques.

The San Juan Star
Sunday, September 1, 1991

A DNR biologist places a turtle egg in a man-made nest at an agency hatchery to protect the eggs from predators and high tides.



A leatherback newborn is measured by DNR biologists shortly after coming out of its egg.

Vieques children get medical aid

Medical personnel from Roosevelt Roads Naval Base conducted a free medical clinic for school-aged children in Vieques last Friday and Saturday.

Staff from the U.S. Naval Hospital and the Dental Clinic attended to more than 100 children at Vieques General Hospital.

"Our Navy is more than just defense," said Hospital Corpsman James Ortiz. "This type of humanitarian activity lets people see that we are here to help them."

The school records were filled out in advance and the children were seen by appointment.

More than 100 children received dental screenings and about 80 received medical screenings, Navy Hospital spokesman Ensign Scott Harriety said. Most were of kindergarten age and appeared in good health, he said.

The San Juan Star
September 11, 1991

Cargo toll hikes said torpedoing Vieques businesses

By DOUG ZEHR
Of The STAR Staff

VIEQUES — Merchants on this tiny island municipality say last week's cargo toll hikes threaten to sink their businesses.

"We are being punished," said Orlando Cruz, president of the Vieques Merchants Association. "We have to pay for the government's inefficiency."

Merchants say cargo shipping rates from Fajardo to this island east of Puerto Rico were hiked on Sept. 3 by nearly 33 percent for items such as tools and auto parts.

For food staples, such as sugar, coffee and rice, merchants claim tolls jumped 10 percent.

But José Buitrago, executive director of the Ports Authority, which operates the ferries to Vieques, said the merchants are misinformed.

"The overall cargo tariff increase is 10 percent for non-essential items," he said. "For food staples, the tariff stayed the same."

Nonetheless, Vieques merchants say they are being squeezed and the cargo rates are to blame.

Cruz, who owns Centro Automotriz Viequense, an auto parts store, said he previously paid $50 round trip per truckload of merchandise. On Sep. 3, his rate climbed to $68. Cruz is fortunate, he said, because he only brings over one truckload per week. Other merchants were hit harder.

"I have stuff coming over eight times a week," said Aníbal Alvarez, of owner of hardware store Ferretería Chu García. "I'm paying at least $200 more a week for my merchandise."

Alvarez and Cruz pay more because their hardware and auto parts aren't staples. Thus they must pay a minimun of $66 per truckload, instead of $38.50, which they said is the minimum charge for staple goods.

Cruz thinks the government should

See VIEQUES, Page B6

The San Juan Star
September 11, 1991

STAR photo by Humberto Trías Jr.

"An ambulance can't operate without a battery or tires, but the government says those items are not staples," says Vieques Merchants Association President Orlando Cruz, above, as he explains his group's opposition to hikes on cargo ferry tolls.

Vieques

From Page B1

redefine what is a staple.

"Just about everything we bring over here is a staple," said Cruz. "An ambulance can't operate without tires or batteries. But the government says those items are not staples."

Merchants say the hikes are particularly cruel because of Vieques' high unemployment and low income.

Commonwealth Department of Labor statistics put unemployment at 11.5 percent for this island of 8,000 residents. But Mayor Manuela Santiago Collazo has claimed that the true figure is closer to 50 percent.

According to economist Leroy López, wages for full-time workers in Vieques averaged $108.74 per week in 1990. That's significantly below the $249.90 average for mainland Puerto Rico.

Roberto Bermúdez, owner of Panadería Candy, declared the rate hikes are "an injustice to the people of Vieques."

He said the new rates are cutting into his profits. Flour, for instance, now costs $45 more for the 1,500 pounds he uses weekly. Bakeries normally make profit margins of 8 to 10 percent, but the toll hike will slice his margins to about 5 percent, he said.

"After this I'll hardly have anything left," Bermúdez said.

Vieques merchants who deal in price-controlled foodstuffs, such as coffee, milk and sugar, are further pinched, they claim.

Prices on those items are regulated by the Department of Consumer Affairs, and Vieques merchants must adhere to the agency's limits even if they pay more for the merchandise.

Ports chief Buitrago said he can't understand the merchants' wrath.

"All of this went through public hearings," he said. "They had the opportunity to air their views."

But Cruz said the rate hikes leave merchants with two alternatives, "and neither one is very healthy."

One option is to raise prices.

"And that's bad because people will see something advertised in Topeka or Pitusa and when they see our prices they'll think we're thieves," said Cruz.

The other alternative, said Cruz, is to "keep selling at the same price and see how long we can stay in business."

If he chooses the latter, said Cruz, his profits will drop at least 15 percent this year.

"It's like a two-bladed knife," said Alvarez, of Ferretería Chu García. "We'll have to raise prices to stay in business and if we raise prices, our sales will drop."

Cruz, Alvarez and others have asked the Ports Authority to expand their definition of staple goods to include auto parts and household goods. Further, they want Ports to lower costs of food transportation.

But Buitrago insisted the hikes are necessary.

"We're losing about $3.5 million [per year] on this," he said. "If we wouldn't have taken this action, we would be losing $10 million a year by 2000."

The San Juan Star
Friday, September 27, 1991

A view of El Yunque forest.

Navy clears issue of access to El Yunque dwarf forest

The following information is submitted in response to a recent letter from John Severino of Río Piedras:

The U.S. Navy has never denied access to the El Yunque dwarf forest.

Members of the public that want to visit this unique and special place can get access by requesting a[illegible]nce from the Forest Service of the U.S. [illegible]nent of Agriculture, which is the cognizant [illegible] and custodian of forest assets. Even though this fact is public knowledge, it has become evident that additional information is required to avoid misunderstanding and to explain the Navy's role and support to the community here in Puerto Rico.

The Navy operates and maintains one instrumented site at the East Peak of El Yunque Caribbean National Forest, and 3.2 statute miles of access road which the Navy built to connect the end of the public road to the East Peak instrumentation site. The lower end of this access road has a gate, but this gate is neither closed nor locked. This gate is used to identify the start of the Navy access road with the signs attached to it.

The upper end of the access road ends at a gate, which is locked and guarded. This enclosure is to protect the physical security of the antennas. By the terms of the agreement, "the access road including the area with in the enclosed premises shall be available at all times to full use by the Forest Service and its authorized permittees for any and all purposes deemed necessary or desirable by the Forest Service for the control, management, administration, or use of the National Forest System land . . ."

The dwarf forest partially surrounds the East Peak, better known as Pico del Este on the side opposite the access road.

The Navy site and the access road were developed and paid for by the Navy; an investment worth millions of dollars. The road's maintenance is a responsibility of the Public Works Department of Naval Station Roosevelt Roads. Site operations, new installations and modifications are subordinated by permit to the Forest Service.

[illegible]his permit guarantees the accessibility of the dwarf forest as well as compliance with environmental regulations and the protection of all forest lands and resources, in particular, endangered and rare wildlife species.

The site establishment is in consonance with the Forest Service master plan for the El Yunque forest. The site is also used by other federal entities, as well as other local government agencies and organizations. Of particular interest, the Federal Aviation Agency (FAA) operates and maintains a Navy-owned radar for the control of all aircraft coming to the Luis Muñoz Marin International Airport, to ensure flight safety.

The agreement between the Navy and the Forest Service, signed in 1960 and revised in 1984, includes provisions for the Forest Service to coordinate visits by the public to the dwarf forest. It also guarantees, by virtue of the permit scope, that all species that are unique to the Puerto Rican natural heritage or unique to the forest are protected by all concerned agencies and their respective personnel.

The Navy complies with established regulations, policies and procedures by law, and all the expenses for the preparation of biological and cultural assessments associated with Pico del Este site development within permit terms are paid by the Navy to ensure full adherence to established regulations and to document this to the Forest Service.

The Navy will continue to support all Forest Service programs for the protection of the forest and has no intention of interfering with the public accessibility to the dwarf forest whenever individuals are cleared through Forest Service authorities.

However, the Navy, for obvious reasons in the best interest of national defense, will not compromise site security. The security measures are designed to protect the property and should provide no problem to those who observe the rules and procedures by using proper official channels.

Donald B. Roulstone
Commanding Officer
Roosevelt Roads Naval Station

The San Juan Star
Sunday, September 29, 1991

Puerto Rican leaders praise announcement

By HAROLD J. LIDIN
Of The STAR Staff

Leaders of Puerto Rico's three electoral parties responded positively to President Bush's announcement of a unilateral U.S. withdrawal of nuclear weapons from Europe and Asia, and expressed hope the action will echo here.

"May the proposal include arms installed everywhere . . . I don't see any reason why they can't, if there are any, be pulled out from the Caribbean area," commented Senate Minority Leader Roberto Rexach Benítez, NPP-at large.

Popular Democratic Party Elections Commissioner Eudaldo Báez Galib, terming Bush's action "transcendental," predicted it will impact here "at some moment . . . everybody stands to benefit."

More emphatic comment came from Báez's Independence Party counterpart on the Elections Commission.

"Unfortunately, the [announcement] doesn't say anything about the nuclear arms in this hemisphere. If this [initiative] is serious, and it's as important a sign as it appears, then let it also include the demilitarization of Puerto Rico," said PIP electoral commissioner Manuel Rodríguez Orellana.

Sen. Fernando Martín, PIP-at large, noted that the U.S. Navy has refused to confirm or deny the presence of nuclear weapons at the Roosevelt Roads Naval Station in Ceiba. "I don't see why they are going to change that policy now. But as regards the decision to reduce drastically the nuclear arsenal, particularly as regards tactical arms . . . it strikes me as an excellent idea."

Latin America has been declared a nuclear arms free zone, under the so-called Treaty of Tlatelolco. Latin American nations, with a few exceptions including Cuba and Argentina, have signed the accord. The United States, along with other major powers with possessions in the Caribbean, have ratified a protocol which also binds them not to store or deploy nuclear weapons in Latin America.

However, the U.S. Senate, in ratifying the accord, stipulated that it does not understand the accord as barring the transit of nuclear weapons in Puerto Rican waters.

The Puerto Rican House of Representatives in 1988 held public hearings into the possible presence of nuclear weapons at Roosevelt Roads. The probe did not produce concrete conclusions, and the House continued to press the Navy to turn over documentation on its Roosevelt Roads activities. The House requested, among other things, that the Navy reveal details of its vessel movements there.

The Navy rejected most of the House requests on security grounds.

All Hands
October, 1991

Preserving the land

Navy shares and protects Vieques Island

Story by LT Hal Pittman, photos by LT E. Francois

Seven miles off the eastern coast of Naval Station Roosevelt Roads in Puerto Rico, is the 21-by-4.5 mile Vieques Island, supporting both a delicate ecosystem and the Navy training facility. More than 8,000 civilians live on Vieques, which they share with the naval station and the Atlantic Fleet Weapons Training Facility (AFWTF). They also share the space with many protected environmental areas and several species of endangered wildlife.

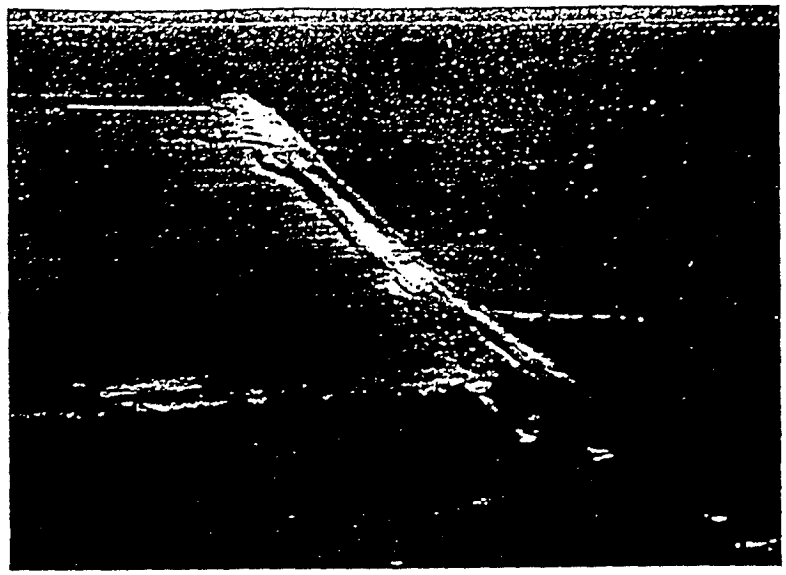
Managing this delicate ecological balance between military training exercises on the island and in adjacent waters is a top priority the Navy pursues daily.

The Navy acquired Vieques through a series of purchases in the 1940s. The countryside is characterized by rolling hills, beautiful, secluded beaches, a small rain forest, wild flowers and a large population of tree frogs, mongooses and horses. Vieques is also home to the best phosphorescent bay in the world, inhabited by billions of luminescent microscopic organisms that cast their soft glow after dark.

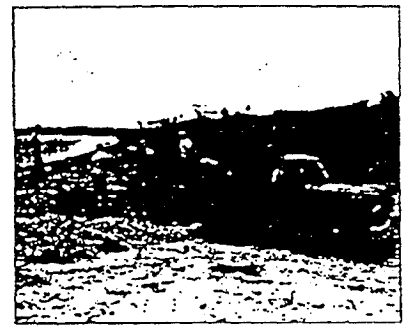
Like Culebra to the north, Vieques is geologically a part of the Virgin Islands and is about twice the size of Manhattan.

Today the Navy uses a total of about 22,000 acres on the east and west ends of the island, roughly two-thirds of the island's land mass. The eastern 14,510 acres, appropriately known as the Eastern Maneuver Area, are used for land maneuvers, amphibious landings, naval ship gunfire training, small arms practice, close air support and air-to-ground ordnance delivery. Included in this area is a one-quarter mile square used

Environmental engineering employees Winston Martinez and Carmen Villanueva examine waste discarded next to a ceiba tree on Navy property outside the gate of the Naval Ammunition Facility.



Left: The mile-long mosquito pier on the NAF was built during the sugar production heyday and today receives boats bearing equipment, vehicles and supplies for use on Navy and public facilities. Below: Local Viequenses remove sand from drainage ditches on Navy property for use in local community projects.



by AFWTF for live ordnance delivery practice.

"AFWTF's mission is operating, maintaining and developing weapons training facilities and services in direct support of fleet training," said AFWTF Commanding Officer CAPT Tom Lagomarsino. "It is also used for developing, testing and evaluating weapons systems. Naval warfare skills and the battle readiness they represent are best acquired in the most realistic tactical environment which can be provided, and that is on the four ranges at AFWTF."

AFWTF controls more than 200,000 square miles of ocean surrounding Puerto Rico, which they use to train the fleet. Vieques is centered in the innermost training range, which bustles with military exercises throughout the year. Major exercises, such as *Ocean Venture*, held biannually in May, utilize most of the military facilities on the island — with amphibious beach landings, paratrooper jumps and special warfare scenarios.

"The Navy is committed to preserving and maintaining the environment wherever it operates," says RADM Ferg Norton, Commander Fleet Air Caribbean at Roosevelt Roads.

"Naval training is necessary to maintain capability which may be used as an instrument of national policy on short notice," he continued. "This was made clear recently by the events in the Middle East. The Navy must train effectively and often, using the weapons and equipment we will use in case we are called upon. It must be done in areas that we can isolate for that purpose, and that is what we have done on Vieques — a place where operating areas are separated from environmental areas needing protection."

Naval Station Commanding Officer CAPT Michael O'Brien agrees. "The U.S. Navy at Roosevelt Roads and Vieques Island has gone beyond environmental requirements set forth in legislation," he states. "Five Navy environmental engineers, one agronomist and one biologist working at Roosevelt Roads are all from Puerto Rico and have a vested interest in Vieques. They ensure the Navy protects and, even further, improves Vieques' ecological systems."

The Navy employs two full-time people whose sole job is protecting the Vieques environment. Winston Martinez is an agronomist employed by Roosevelt Roads Public Works who oversees the maintenance of ecological systems.

"The job of land use manager is difficult because of the amount of land and different types of ecological systems that we have here," Martinez said. "There are many mangrove areas and different wildlife species to protect. It requires a lot of time and energy."

Martinez manages ecosystems on all Vieques' Navy property, while Carmen Villanueva, an environmental scientist and biologist, manages and preserves wildlife. Working together, they mark sensitive areas "off limits" prior to exercises, and routinely inspect those areas.

Martinez has been on the job three years, and Villanueva was hired in 1990. They see that environmental laws are enforced and quality programs are followed to improve environmental conditions in support of the memorandum of understanding (MOU) signed in 1983 between the Navy and the Commonwealth of Puerto Rico.

Navy facilities on Vieques were opened for public use since their establishment some 50 years ago, but in the late 1970s, the need for documentation dictating usage of Navy land became apparent.

The MOU outlined environmental procedures and the use of government land on Vieques. The memorandum addressed the Navy's island role in four main areas: community assistance, land use, target area use and environmental matters. Because of extensive Navy involvement with the people and municipal government on Vieques, a plan for land usage was

sary and was developed by the under the MOU.

ie Land Use Management Plan (P) identifies policies and pro-ces protecting environmental rces on all Navy-owned proper-on Vieques," Martinez said. "It lesigned to maintain the military ion of the land while enhancing joint military and civilian use." ecific resource management s contained in the plan include: le and range management; conser-on zone management; mesquite ization; forestry development; dlife and endangered species pro-ion; mangrove protection; water urce protection; cultural resource tection; and recreational use.

Martinez supervises the programs l is part of the Vieques Manage-nt Advisory Committee, an organ-tion consisting of the U.S. Fish and ldlife Service (USFWS), the U.S. rest Service (USFS), the Depart-e Natural Resources (DNR) Navy. The group assists in ar g the natural resources on deral land on Vieques.

Vieques land resources are man-ged in several ways. The Vieques attlemen Cooperative currently ases 10,000 acres of Navy-owned nd for cattle grazing. Split between wo Navy facilities, the no-cost agree-nent fosters the cattle industry on he island.

Seven conservation zones estab-ished on Navy property are classified s Class I for environmental impor-ance. These areas encompass natural habitats of various plant and wildlife species designated as rare or endan-gered, and provide protection for unique Caribbean ecosystems.

"Land preservation is not really any more difficult with an exercise in pro-gress," he says. "I make inspections during exercises to ensure the en-vironment is protected. Units that train here are well briefed before com-mencing their maneuvers. They are always cooperative with regards to those protected areas."

The Navy has also developed a forestry program, which Martinez monitors. In 1985, 100 acres of Navy land were planted with 20,000 mahogany trees based on the recom-mendations of the Puerto Rico DNR and the USFS. Nearly 40 percent sur-vived. This year, an additional 50 acres were seeded with approximately 14,000 trees. More forestry projects are planned on military property for common use of military and civilian populace.

Vieques is home to 15 threatened

A variety of Navy operations are conducted on the Vieques naval training facilities and in the surrounding waters, but the Navy works hard to maintain the balance between operational and environmental requirements.

or endangered species. The Navy made significant efforts to keep these habitats inside conservation zones, and specific nesting areas are off-limits during exercises. Protected wildlife includes sea turtles, West Indian manatees and brown pelicans. "The Navy has a written agreement with the Puerto Rico DNR protecting sea turtles and their nesting sites," Martinez stated. "There are also in-teragency agreements with the USFWS for manatee protection, and since federal law governs Navy land on Vieques, penalties for endangering the environment or killing an en-dangered species on Navy property are much more severe than penalties prescribed by local law."

Of 36 mangrove forests on Vieques, 31 are on Navy property. Mangrove forests are important ecologically because they serve as the habitat for terrestrial and aquatic creatures, as well as sediment traps or filters created to stabilize shorelines. Except for traffic on existing military roads, military maneuvers are prohibited in mangrove areas.

Other protected areas on Navy property include 33 archaeological sites eligible for inclusion in the Na-tional Register of Historic Places. Some sites are said to contain arti-facts and remains of the original Taino Indians who arrived and settled in Puerto Rico thousands of years ago.

The overall scope of Navy plans are to maintain the current high en-vironmental quality of government-owned land on Vieques. About $250,000 a year has been allocated for the LUMP, and new ideas and sugges-tions are continually under review by the environmental engineering divi-sion at Roosevelt Roads.

The work put into environmental management on naval facilities at Roosevelt Roads and Vieques has not gone unnoticed. The program re-ceived an honorable mention in the 1990 Secretary of the Navy En-vironmental Quality and Natural Resources Conservation competition for natural resources conservation, and today the program is as active as ever with continuing initiatives.

"We comply with the laws that govern environmental protection," Norton concluded. "We also see that people who come here for training are educated about environmental con-cerns in the area and what is required [of them] to comply with the law and the LUMP which we've created. It is a continuing effort." ☐

Pittman is the public affairs officer, Commander Fleet Air, Caribbean.

The San Juan Star
Friday, October 25, 1991

Forest Service OKs road plan

Environmentalists still oppose El Yunque project

By MIGLISA CAPO
Of The STAR Staff

The U.S. Forest Service has given its final blessing to the reconstruction of Route 191 through El Yunque after one last look at threatened animal and plant species living near the project.

The conclusions are contained in a preliminary draft of the third review of the project's environmental assessment, a copy of which was obtained by the STAR. The seven-page document, dated Oct. 7, is directed to the Federal Highway Administration.

"Project implementation, which consists of reconstruction, construction and maintenance activities, and the secondary use by the public, are not likely to adversely affect any of the sensitive plants proposed for federal listing, or any sensitive species of coquí," reads the document.

The review is based on a three-month site survey. Environmental groups claim that a full environmental impact statement is needed instead of simply revising the current decade-old assessment.

A portion of the road at stake has been closed for 20 years following several landslides. A coalition of a dozen environmental groups claims that the project will have a negative impact on the forest and on endangered species, such as the Puerto Rican parrot and a species of coquí. The groups also claim that future landslides and erosion could destroy the rebuilt road.

Coalition attorney Nathaniel Lawrence of the National Resources Defense Council could not be reached for comment Thursday. The coalition has threatened to sue if a full environmental study is not conducted.

The Federal Highway Administration recently took bids on the $4 million project. The awarding of the project — sought by the mayor of Naguabo to enhance the area's economic development — was held up for three months pending the review.

According to the review, no coquí species was found to exist near the proposed project. Environmentalists, however, claim that the coquí eneida has historically lived within the project area and that a three-month search is not enough time to locate a species that has not been seen since Hurricane Hugo.

"Effects to any sensitive species of coquí as a result of road construction activities are not expected," reads the review. "This is based on the fact that the road is mostly in place at this time, and that no sensitive species have been confirmed by any source."

The document identifies six sensitive plant species that are located within the proposed project area, three of which are proposed for the endangered species list. At stake are some 55 individual trees which the service claims are from four meters to 60 meters from the road.

But those distances have been questioned by an Institute of Tropical Forestry hydrologist, who concluded that measurements were made from the middle of the road, not the edge of the road.

The hydrologist conducted a site inspection Oct. 17 and presented his conclusions that same day in a letter to Forest Supervisor José Salinas and institute director Ariel Lugo.

In the letter, research hydrologist F.N. Scatena said that the threatened species are much closer to the road than reported. For instance, the hydrologist found that an individual of Callicarpa ampla, a tree, is 6.3 meters from the edge of the roadside, not 16 meters as reported by the Forest Service.

Scatena added that the low numbers of these threatened species suggest they have established themselves since the road was closed in 1971.

"Therefore, we do not have any indication how they will respond to the increases in traffic and air pollution associated with opening the

See ROAD, Page 4

Road From Page 2

road," reads the letter.

The re-evaluation concludes that the most significant potential effect on threatened species is from increased access and human use, rather than construction. It also suggests considering modifying construction activities if any coquis or threatened plants are encountered.

Meanwhile, doubts have arisen within the institute on the Forest Service's repeated findings that the project will have no impact on the environment.

In a memo to Dr. Thomas Ellis, Forest Service station director in Louisiana, institute director Lugo refers to a recent university-sponsored forum on Road 191. He briefed Ellis that environmentalists want an environmental impact statement drafted, but that FHWA local director Juan Cruz denied any such request.

"The government bases its case on the finding of no impact by the Forest Service. And we all know how that finding came about," reads the memo.

Appendix D
Community Interview Questionnaire

Discussion Questions for the
Community Relations Interviews
of Employees at
U.S. Naval Station Roosevelt Roads

1. How long have you worked here?

2. What is your current position?

3. Are you familiar with the Navy's Installation Restoration Program (IRP) and the environmental cleanup efforts underway?

4. Have you worked at the former waste disposal sites?
   if so:

5. To the best of your knowledge, what material were disposed of at these sites?

6. Do you have any concerns with the sites?

   If so, have you expressed your questions to the Public Works or Environmental Engineering Departments or to a regulatory agency?

   Were your concerns adequately addressed?

7. Do you think sufficient information regarding these former waste sites is available?

8. How do you think information regarding the Naval Station's former waste disposal can best be distributed?

   Example: through the Naval Station newspaper, information stored in the library (a repository), or newspaper articles.

9. Do you think the media is accurate and unbiased in representations of the Navy and environmental issues in general?

10. Would you like to be included on an interested party mailing list to receive more information regarding the former waste sites as it becomes available?

11. Is there anyone else you think we should talk with?

Discussion Questions for the
Community Relations Interviews of Residents
near U.S. Naval Station Roosevelt Roads

1. How long have you lived here?

2. Have you ever worked for the U.S. Naval Station Roosevelt Roads or have any of your relatives?

3. Are you familiar with the Navy's Installation Restoration Program (IRP) and the environmental cleanup efforts underway?

4. Do you have any concerns with the Naval Station's former waste disposal activities?

   If so, when did you first express your concerns? Did you contact the Naval Station or a regulatory agency such as the Environmental Quality Board?

5. Do you feel your concerns or questions were adequately addressed?

6. How do you think information regarding the Naval Station's former waste disposal can best be delivered to the public?

7. Are you confident with the Naval Station's commitment to cleaning up these former waste sites?

8. Has the Naval Station been a "good neighbor" in the community?

9. Do you think the media is accurate and unbiased in representations of the Navy and environmental issues in general?

10. Is there anyone else you think we should talk with?

11. Would you like to be on a mailing list to receive more information regarding the IRP?

Apéndice D
Cuestionario para la entrevista a la comunidad

Preguntas para las entrevistas sobre las relaciones
con la Comunidad para los empleados de la
Roosevelt Roads Naval Station

1. ¿Durante cuánto tiempo ha trabajado usted aquí?

2. ¿Cuál es su posición actual?

3. ¿Está usted familiarizado con el Programa de renovación de las instalaciones navales (Navy's Installation Restoration Program, "IRP") y con los esfuerzos de limpieza del medio ambiente que se están llevando a cabo?

4. ¿Ha trabajado en lo que anteriormente eran los lugares de deshecho de desperdicios?

5. Según su conocimiento, ¿qué materiales fueron eliminados en esos sitios?

6. ¿Tiene alguna preocupación respecto a esos sitos? Si es así, ¿ha realizado las preguntas correspondientes al "Public Works Department" o al "Environmental Engineering Department", o a una entidad reguladora?

   ¿Fueron adecuadamente atendidas sus preocupaciones?

7. ¿Considera que hay suficiente información disponible respecto a estos sitios utilizados anteriormente para eliminación de desechos?

8. ¿Cómo considera que puede distribuirse mejor la información respecto a los sitios donde anteriormente se eliminaban los desechos?

   Ejemplos: a través del diario de la Estación Naval, por información en la biblioteca, o por artículos en la prensa.

9. ¿Considera que los medios de comunicación (TV, radio, prensa) han sido precisos e imparciales respecto a los asuntos de la Armada y del medio ambiente en general?

10. ¿Le agradaría estar en una lista de correo para recibir más información respecto a los sitios donde anteriormente se eliminaban los desechos, a medida que ésta se pueda obtener?

11. ¿Hay alguien más con quien usted considera que deberíamos hablar?

Preguntas para las entrevistas sobre las relaciones
con la Comunidad de residentes cercanos a la
Roosevelt Roads Naval Station

1. ¿Durante cuánto tiempo ha vivido usted aquí?

2. ¿Ha trabajado usted para la Roosevelt Roads Naval Station o lo ha hecho alguno de sus familiares?

3. ¿Está usted familiarizado con el Programa de renovación de las instalaciones navales (Navy's Installation Restoration Program, "IRP") y con los esfuerzos de limpieza del medio ambiente que se están llevando a cabo?

4. ¿Tiene usted alguna preocupación respecto a las anteriores actividades de eliminación de desechos de la Estación Naval?

5. ¿Considera que sus preguntas o preocupaciones fueron adecuadamente atendidas?

6. ¿Cómo considera que sería la mejor forma de hacer llegar al público la información respecto a los lugares donde anteriormente se eliminaban desechos por parte de la Estación Naval?

   Ejemplos: a través de artículos en la prensa, información en las bibliotecas, presentaciones a grupos locales o folletos informativos.

7. ¿Confía usted en el compromiso que asume la Estación Naval de limpiar esos sitios donde anteriormente se eliminaban los desechos?

8. ¿La Estación Naval ha sido un "buen vecino" en la comunidad?

9. ¿Considera que los medios de comunicación (TV, radio, prensa) han sido precisos e imparciales respecto a los asuntos de la Armada y del medio ambiente en general?

10. ¿Hay alguien más con quien usted considera que deberíamos hablar?

11. ¿Le agradaría estar en una lista de correo para recibir más información respecto al "IRP"?

Preguntas para las entrevistas sobre las relaciones con la Comunidad para autoridades electas y otras personas con cargos públicos en el área de la Roosevelt Roads Naval Station

1. ¿Cuán informado está usted sobre el Programa de renovación de las instalaciones (Installation Restoration Program, "IRP") y con los esfuerzos de limpieza del medio ambiente que se están llevando a cabo en la Roosevelt Roads Naval Station?

2. ¿Alguna vez recibió a ciudadanos preocupados respecto a los sitios donde anteriormente se eliminaban desechos en la Roosevelt Roads Naval Station?

3. ¿Ha solicitado información a la Estación Naval relativa a estos sitios? Si es así, ¿fueron sus preguntas contestadas adecuadamente?

4. ¿Tiene usted preguntas relativas a dichos sitios que considera que no han sido adecuadamente contestadas?

5. ¿Considera que sus preguntas o preocupaciones fueron adecuadamente atendidas?

6. ¿Considera que los medios de comunicación (TV, radio, prensa) han sido precisos e imparciales respecto a los asuntos de la Armada y del medio ambiente en general?

7. ¿Cómo considera que sería la mejor forma de hacer llegar al público la información?

   Ejemplos: a través de presentaciones a la comunidad, con información en las bibliotecas o con artículos en la prensa.

8. ¿Cuál es su opinión sobre el compromiso que asume la Estación Naval en el programa de limpieza ambiental?

9. ¿Le agradaría estar en una lista de correo para recibir más información respecto a dichos sitios, a medida que ésta se pueda obtener?

10. ¿Hay alguien más con quien usted considera que deberíamos hablar?

Appendix E
Community Interview Fact Sheet

June 4, 1992

Thank you for participating in Naval Station Roosevelt Roads' environmental compliance interviews. The following is a list of acronyms and their explanations, as well as a list of all the affected sites at Roosevelt Roads and their stages of study.

PA/SI: Preliminary Assessment/Site Inspection: This is the first stageof the process. It involves the initial examina-tion of the area to determine if further study and samples are required.

RI/FS: Remedial Investigation/Feasibility Study: If the area is determined to require closer study, the RI is initiated. Various samples are collected, possibly of the soil, ground-water, surface water and sediment. Likewise, if these samples indicate that the area should be cleaned up, or "remediated", the Feasibility Study is conducted to propose various methods of remediation.

RD/RA: Remedial Design/Remedial Action: After a method of cleanup is determined, the Remedial Design plans are developed, based on information previously collected. The actual cleanup or Remedial Action, follows.

Site	Number / Name	Study Stage
1.	Quebrada Disposal Site	RI/FS
2.	Mangrove Disposal Site	RI/FS
3.	IRFNA/MAF-4 Disposal Site	PA/SI (Recommended for No Further Study)
4.	Fuel Off-Loading	Recommended for No Further Study
5.	Army Cremator Disposal Site	RI/FS
6.	Langley Drive Disposal Site	RI/FS
7.	Station Landfill	RI/FS
8.	Drone Washdown Area	Recommended for No Further Study
9.	Dry Dock	PA/SI
10.	Building 25 Storage Area	RI/FS
11.	Building 145	Site Remediated
12.	Tow Way Fuel Farm	RI/FS
13.	Tanks 212-217	RI/FS
14.	Ensenada Honda Shoreline and Mangroves	RI/FS
15.	Substation No.2	RI/FS Completed
16.	Old Power Plant	RI/FS Completed

(continued on reverse)

17.	Crash Crew Fire Pit	Site Remediated
18.	Building 128 (Pest Shop)	RI/FS
19.	West EOD Range	Recommended for No Further Study
20.	Camp Garcia Disposal	Recommended for No Further Study
21.	Building 121 (Old Pesticide Storage Building)	RI/FS

If you have any further questions, please do not hesitate to contact Chief Stacey Byington, Public Affairs Officer, Naval Station Roosevelt Roads, at (809) 865-4018.

Apéndice E
Hoja de Hechos para la entrevista a la comunidad

June 9, 1992

Gracias por participar en las entrevistas de cumplimiento ambiental de la Estación Naval Roosevelt Roads. A continuación presentamos una lista de acronismos y sus explicaciones, junto con una lista de los sitios afectados en Roosevelt Roads y sus etapas de estudio.

PA/SI: Reconocimiento Preliminar/Inspección del Sitio. Esta es la primera etapa del proceso. Conlleva el examen inicial del área para determinar si se requieren estudios adicionales y muestras.

RI/FS: Investigación para la Reparación/Estudio de Viabilidad. Si se determina que el área requiere más estudio, se inicia la RI. Se recogen varias muestras, posiblemente de la tierra, agua subterránea, agua de superficie y sedimento. Asimismo, si las muestras indican que el área debe limpiarse, el Estudio de Viabilidad se lleva a cabo para proponer los diversos procesos de remedio.

RD/RA: Propuesta para la Reparación/Acción de Reparación. Después de haber determinado el método de limpieza, se forman los planes para la Propuesta, basada en la información reunida anteriormente. Se realiza la limpieza en sí, o la Acción de Reparación.

Sitio	Número o Nombre	Etapa de Estudio
1.	Quebrada Disposal Site	RI/FS
2.	Mangrove Disposal Site	RI/FS
3.	IRFNA/MAF-4 Disposal Site	PA/SI (No se recomienda ningún estudio adicional)
4.	Fuel Off-Loading	No se recomienda ningún estudio adicional
5.	Army Cremator Disposal Site	RI/FS
6.	Langley Drive Disposal Site	RI/FS
7.	Station Landfill	RI/FS
8.	Drone Washdown Area	No se recomienda ningun estudio adicional
9.	Dry Dock	PA/SI
10.	Building 25 Storage Area	RI/FS
11.	Building 145	Sitio Remediado
12.	Tow Way Fuel Farm	RI/FS
13.	Tanks 212-217	RI/FS

Appendix F
Proposed Locations of Information Repositories

Apéndice F
Lugares propuestos para obtener información

APPENDIX F

LOCATIONS OF INFORMATION REPOSITORIES

1. Municipal of Ceiba
   Office of Public Affairs
   Municipal Building
   P.O. Box 224
   Ceiba, PR 00735

   Contact: Ms. Hielda Sofia Pederza
   809/885-2180

2. NAVSTA Roosevelt Roads
   Public Works/Environmental Engineering Department
   Ceiba, PR 00735

   Contact: Sr. Sindulfo Castillo
   809/865-4429

Appendix G
Local Media

Apéndice G
Medios locales

APPENDIX G

LOCAL MEDIA

EFE

Spanish News
Agency Box 11138
Santurce, Puerto Rico 00910

(809) 723-6023
FAX (809) 725-8651

Carlos Viseras, Director
Marvin Fonseca, Sports Editor
Jose Delgado, News Editor

Located at:
Cobian Plaza
Stop: 23 Suite #214
Ponce De Leon Avenue
Santurce, Puerto Rico 00910

CENTRAL COMMUNICATION

P.O. Box 71350
San Juan, Puerto Rico 00936

(809) 250-1250
FAX (809) 250-1270

Ramon Del Valle, President
Marisol Lugo Juan, Account Executive

Located at:
Floor 10, Suite 1026
Banco Popular Building
Hato Rey, Puerto Rico 00922

WKAQ - AM/92

P.O. Box 364668
San Juan, Puerto Rico 00936

(809) 758-5000
FAX (809) 756-5220

Amarilys Ortiz, News Director

WAPA - AM/68

Box 13097
Santurce Station
San Juan, Puerto Rico 00908-3097

(809) 724-3000
FAX (809) 724-2082

Genaro J. Blanco, News Director

Located at:
1304 Ponce De Leon Avenue
Santurce, Puerto Rico 00908
(Altos Tienda Capri)

WUNO - AM/1320

P.O. Box 363222
San Juan, Puerto Rico 00936

(809) 758-6363
FAX (809) 752-2319

Ruben Sanchez, News Director

WIAC - AM

Box-Q
Santurce, Puerto Rico 00936

(809) 724-0730
FAX (809) 798-9613

Allen Mejias, General Manager

Located at:
12161 Ponce De Leon Avenue
Santurce, Puerto Rico 00936

WALO - AM/1240

State Road, 3 KM 79.5
Humacao, Puerto Rico 00791

(809) 852-1240
FAX (809) 852-1280

Angel Pena, News Director

WMDD - AM/1480

Bario Las Croabas
Fajardo, Puerto Rico

(809) 863-0202
FAX (809) 729-9613

Richard J. Friedman, President and General Manager

WRSJ - AM

P.O. Box 3228
Hato Rey, Puerto Rico 00919-3228

(809) 782-6388
FAX (809) 781-7416

Andres Gomez, President
Enrique Calderon, News Director

WHOY AM/1210

P.O. Box 1148
Salinas, Puerto Rico 00751

(809) 824-3420

Martin Colin, Jr., Manager

WNEL - AM/1430 and
WIVA -FM/100.3 (SalSoul)

P.O. Box 487
Caguas, Puerto Rico 00626

(809) 744-3131
FAX (809) 743-0252

Jesus M. Soto, President
Anthony Mitchell, Director

WLUZ - AM

P.O. Box 9394
Santurce, Puerto Rico 00908

FAX (809) 721-8553

Jose M. Agrelo, Director

WIVV - AM

P.O. Box 338
Vieques, Puerto Rico

(809) 741-8717
(809) 722-5395

Brian Console, Station Operator
Janet Luttrell, Manager
Jane Herron, Programming Secretary

***WPRV/CH-13**

Simon Madera #10
Rio Piedras, Puerto Rico 00723

(809) 758-0013
FAX (809) 751-8154

Dr. Evangelina Vives, President
Nacha Rivera, News Director

*AP/UPI/CNN

WMTJ/CH-40

Box 21345
Rio Piedras, Puerto Rico 00928

(809) 766-2600
FAX (809) 250-8546

Jose Mendez, Jr., General Manager
Arsenio Torres and Andres Salas Soler, Reporters

***WKAO/CH-2**

P.O. BOX 366222
San Juan, Puerto Rico 00936-6222

(809) 758-2222, 753-7214 or 758-5397
FAX (809) 766-1830
News Line (809) 250-2142/43

*Hector Pena, Executive News Producer
Wilma Marrero, Reportera
Luis Torres Negron, Assignment Editor

*AP/UPI/PBS

***WAPA/CH-4**

P.O. Box 2050
San Juan, Puerto Rico 00936

News Line (809) 792-2623
Standard Line (809) 792-4444
FAX (809) 792-6050

John Bennett, President
Enrique Cruz, News Director
*Fidel Rodriguez Alicea, Sub-Director
Guillermo J. Torres, Night Sub-Director

Located at:
Carretera #19 Km #0.5
Gauynabo, Puerto Rico 00936

*AP/UPI/EFE/CNN

***WLII/CH-11**

Box 10000
Santurce, Puerto Rico 00936

(809) 724-1111 (Ext. 112, 128)
FAX (809) 725-3430

Richard Murphy, Vice President/General Manager
Linda Hernandez, News Director
Edwin Rivera, Editor
Miraida Chavez (Livestyle), Reporter
Margarita Aponte (News), Reporter
*Ramon Enrique Torres (News), Reporter

Located at:
Smallwood Building
Calle #3 Pda. 8
Puerta De Tierra
San Juan, Puerto Rico

*NBC/AP/UPI

***NBS/CH-38**

Box 3029
NAVSTA Roosevelt Roads
Ceiba, Puerto Rico 00735

(809) 865-2000 (Ext. 3191)
FAX (809) 865-2630 or 865-4330

JOC Hooks, OIC
JOl Dewsbury, Station Manager

* Formerly AFCN

NAVAL STATION ROOSEVELT ROADS

JOC Byington, PAO

(809) 865-4018 or 865-4022
FAX (809) 865-4976

W28BA CHANNEL 28

Apartado 1413
Vieques, Puerto Rico 00735

(809) 741-2828

Jose Martinez, Director

SAN JUAN STAR

P.O. Box 3641A87
San Juan, Puerto Rico 00936

(809) 782-4200 or 781-7152
ED. FAX (809) 793-7152
AD. FAX (809) 783-5788

Andrew Viglucci, Vice President/Editor
Scott Ware, Editorial Manager
Stan Palchowsky, News Editor
Barbara Lablanc, Business Editor
Migdalia Capo, Environmental Reporter
Doreen Hemblock, Reporter

Located at:
Calle Acacia #3-5
Monterrey Industrial Park
Pueblo Viejo, San Juan, Puerto Rico 00920

EL NUEVO DIA

P.O. Box S #297
San Juan, Puerto Rico 00902

(809) 793-7070
FAX (809) 782-4448; 793-3495; 793-8850

Antonio L. Ferre, President
Manuel Gonzalez, Vice President
Jesus Garcia, News Director
Ruben Arrieta, Information Chief
Luis A. Ferre, Environmental Reporter (Ext. 2419)

Located at:
Parque Industrial Amelia
Catano, Puerto Rico

EL VOCERO

Box 3831
San Juan, Puerto Rico 00902-3831

(809) 721-2300
FAX (809) 725-8422

Gaspar Roca, President
German M. Negroni, Editor
Clarance Beardsley, Reporter

Located at:
206 Ponce De Leon Avenue
Puerta De Tierra
Pda. #4 1/2
Old San Juan, Puerto Rico

VIEQUES TIMES

153 Flamboyan Street
Esperanza Beach
Vieques, Puerto Rico 00765

(809) 741-8508
FAX (809) 741-8508

Charlie Connelly, Director
Myrna Pagan, Asst. Director, Environmental Reporter

EL HORIZONTE

Principal Avenue, H-3
Urb. Baralt
Fajardo, Puerto Rico 00738

(809) 860-0446
FAX (809) 860-0446 (call and ask for FAX line)

John Cotto, Jr., Director
Sandra Martinez, Editor
Ronald Barden, Public Affairs

EL ORIENTE

Calle 13 E-1
Urb. Villa Humacao
Humacao, Puerto Rico 00791

(809) 852-1496
FAX (809) 852-3405

Magaly Monserrate, Director
Lydia Figueroa, Editor

Appendix H
Program Points of Contact

Apéndice H
Puntos de contacto del programa

APPENDIX H

PROGRAM POINTS OF CONTACT

Atlantic Division, Naval Facilities Engineering Command

Ms. Lee Anne Rapp (804) 322-4814
Project Manager
Commander
Atlantic Division
Naval Facilities Engineering Command
Norfolk, Virginia 23511-6287

Mr. James Szykman (804) 322-4795
Engineer-in-Charge
Code 1822
Commander
Atlantic Division
Naval Facilities Engineering Command
Norfolk, Virginia 23511-6287

Naval Station Roosevelt Roads

Sr. Sindulfo Castillo (809) 865-4429
Installation Restoration Program Coordinator
Public Works/Environmental Engineering Department
NAVSTA Roosevelt Roads
Ceiba, Puerto Rico 00735

Chief Stacey Byington (809) 865-4018
Public Affairs Officer
NAVSTA Roosevelt Roads
Ceiba, Puerto Rico 00735

Navy Environmental Engineering Consulting Firms

Mr. John Barone, P.G. (412) 269-6000
Project Manager
Baker Environmental, Inc.
Airport Office Park Bldg. 3
420 Rouser Road
Coraopolis, Pennsylvania 15108

Mr. Noel Simmons (703) 642-6747
Senior Project Manager
Versar, Inc.
6850 Versar Center
Springfield, Virginia 22151
(Sites 15 and 16)

U.S. Environmental Protection Agency Officials

U.S. Environmental Protection Agency (212) 264-2657
Region II
26 Federal Plaza
New York, New York 10278

APPENDIX H

PROGRAM POINTS OF CONTACT
(Continued)

U.S. Environmental Protection Agency Region II Caribbean Field Office 1413 Fernandez Juncos Avenue Santurce, Puerto Rico 00909	(809) 729-6920
Environmental Quality Board Puerto Rico Environmental Quality Board Apartado 11488 Santurce, Puerto Rico 00910 Programa Core	(809) 767-8181