MARE ISLAND NAVAL SHIPYARD
RESTORATION ADVISORY BOARD (RAB) MEETING MINUTES
HELD THURSDAY, JUNE 28, 2007

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, June 28, 2007, at the Mare Island Conference Center, 375 G Street, Mare Island, Vallejo, California. The meeting started at 7:04 p.m. and adjourned at 8:56 p.m. These minutes are a transcript of the discussions and presentations from the RAB Meeting. The following persons were in attendance.

RAB Community Members in attendance:

- Myrna Hayes (Community Co-Chair)
- Michael Coffey
- Jerry Karr
- Wendell Quigley

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

- Michael Bloom (Navy Co-Chair)
- David Godsey (Navy Lead RPM)
- Marie Dreyer (Navy)
- Marc Smits (Navy)
- Chip Gribble (DTSC)
- Brian Thompson (RWQCB)
- John Kaiser (RWQCB)
- Gil Hollingsworth (City of Vallejo)
- Cris Jesperson (Weston)
- Dwight Gemar (Weston)
- Neil Siler (Lennar)
- Steve Farley (CH2MHill/Lennar)
- Susan McCue (City of Vallejo)
- Tessa Bemis (Tetra Tech)
- Neil Morgan-Butcher (Arcadis)

Community Guests in attendance:

- Jim Porterfield

RAB Support from CDM:

- David Lange (CDM)
- Doris Bailey (Stenographer)
- Wally Neville (audio visual support)

I. WELCOME AND INTRODUCTIONS

CO-CHAIR BLOOM: We'll go ahead and get started. Thank you, everybody, for coming to the June, 2007 Mare Island RAB meeting. We'll start with introductions. I'm Michael Bloom, and I'm the BRAC Environmental Coordinator from the Navy.

Attendees introduce themselves as requested.

II. NAVY PRESENTATION: *Total Petroleum Hydrocarbon (TPH) Technical Memorandum at Defense Reutilization and Marketing Office (DRMO) Site.* Presentation by Ms. Marie Dreyer, Navy and Mr. Steve Farley, CH2MHill.

CO-CHAIR BLOOM: We'll get started with our first presentation. It is going to be a presentation on the TPH or total petroleum hydrocarbons at the DRMO, which is the defense reutilization and marketing office. And it's going to be given by Steve Farley, working for the Navy from CH2M Hill. And also associated with that is Marie Dreyer, back in the back, who is the Navy project manager on the site. She's just taken that over from Art Tamayo, who is the RPM on the site, who is actually leaving our office and going back to 1220 which is the Southwest Division at NAVFAC. So, Steve.

MR. FARLEY: Thank you, Michael. Good evening, everybody. Let me start off by explaining what the maps are on the wall because you're probably going to be dying to know what they are. These maps present the distribution of TPH, total petroleum hydrocarbons, diesel and motor oil left to right, in the area along Azuar Drive here, and the area along Dump Road over here. To orient you -- and there's a map in the presentation -- but to orient you, this area here, right in here is the DRMO. This area here is the crane test area, and the rest of the eastern early transfer parcel is off in this direction. The scale on this map is one inch equals 40 feet, so they're fairly detailed maps. This is Dump Road, and this is Azuar Drive. So I'm going to come back to these maps in a little bit and show you what they tell about the distribution of TPH along Azuar Drive and along Dump Road.

First thing I'm going to do is talk about some of the historic work that the Navy has completed out in this area relative to TPH. I'm also going to talk specifically about an investigation that the Navy did for the oil sump box, or OSB, that was located along Azuar Drive right in this area and also along Dump Road. This work was done -- we'll talk about this a little bit more in a minute -- but this work was done back in 2005 and 2006. So I'm going to spend a little bit of time talking about the details of that. And then we're going to summarize the results from a TPH technical memorandum which was issued by the Navy in April of this year -- it went to the agencies, the RAB, the library, normal distribution. And then that memorandum summarized -- it was a fairly comprehensive summary of the TPH conditions from all of the -- from many of the previous TPH related investigations that the Navy had performed since about 1995. Then we're going to talk about some additional information based on recent visual observations of free product that had been found in a sanitary sewer line that's located out here in the crane test area. The sanitary sewer line runs right through here. And in some shallow excavations that were installed on the east side of the DRMO, which is right in through here. And then we'll spend a few minutes talking about the work -- the specific work that's planned, and the schedule. And then we can entertain any questions.

So just to orient you again, the DRMO is right in here. The fenced scrapyard area, sort of a subset of the DRMO, is right here. North is up. Dump Road and Azuar Drive. The crane test area. And the EETP or eastern early transfer parcel is off in that direction. I'm going to be using many of these names as we go through, so that's the purpose of this slide. And if you want to refer back just to look at the slide in case I'm referring to something that you can't recall the exact location of. As I mentioned a few minutes ago, the Navy has done a number of investigations that involved TPH or total petroleum hydrocarbons going back all the way from the PA/SI, or preliminary assessment site inspection report, back in 1995, and then another, a number of other investigations that have been done from 2000 on up until 2007. All of these investigations were either started by the Navy

and completed by CH2M Hill after property transfer; or, in the case of this last investigation, was performed by CH2M Hill as part of the Lennar Mare Island project. Those two projects had EETP after them just to indicate that they were done as part of the eastern early transfer project. The specific -- or the complete reference for all of the reports associated with these investigations is in a separate handout at the front table in case you wanted to go back and look up any of those specific reports, a complete list of the references are included separately.

As I mentioned before, the oil sump box investigation is an important investigation that we're going to start off talking about here. And one of the important features of that investigation and the subsequent tech memo, or technical memorandum, is that it summarizes the results and conclusions from these earlier reports to try and develop a general conceptual model for where's the TPH, how's it getting from point A to point B. So the draft technical memorandum was sent to the agencies and the RAB in April of this year. To date I'm not sure that we've received any comments on that report, but it is out there. And it was, as I mentioned, it was submitted to the agencies and the RAB. It summarized the major previous investigations relative to TPH, in particular, the areas along Azuar Drive and out here along Dump Road. And it presented the specific results of the oil sump box or OSB and Dump Road investigations. So the way to look at that tech memo is, it summarized all the major previous investigations performed by the Navy, but also summarized the specific results of the investigation that the Navy performed in 2005 and 2006, specifically associated with the oil sump box which was right here, and some trenches that we put in along Dump Road. The work plan for that work was done in December, 2005. The reason I mention that is because, as part of this process, we're going to write an addendum to that work plan to support the work going forward. The field work for the oil sump box investigation involved putting in a number of borings and trenches along Azuar Drive and Dump Road, and collecting soil samples for a wide variety of constituents, and also looking at what we call TPH fingerprinting. And that's basically looking at the specific chromatogram for the total petroleum hydrocarbons, and looking at what hydrocarbon range. We all remember octane, right? High octane gasoline? Well, that was eight carbons. This stuff is more like 40 carbons in a row, so it's very, very heavy. And, yes, Chip.

MR. GRIBBLE: I don't mean to interrupt, but I just want to clarify something to make sure I understand it before we go too much further. Are you speaking as the Navy contractor or as a Lennar representative?

MR. FARLEY: Navy.

MR. GRIBBLE: Because, you know, it could be -- so I want to make sure I understand that. So all the work and documents you're describing now is Navy work and Navy documents?

MR. FARLEY: That's a great question. This work that I'm describing, the draft technical memorandum and the oil sump box investigation and the work along Dump Road was all work that CH2M Hill did for the Navy under contract to the Navy. The reason I got involved in it is because I had the most experience of anybody on either team with the specific site conditions associated with the oil sump box and the contamination along Azuar Drive and Dump Road. So it was more of a practical situation than anything else, it was a technical point. Does that address it? That's a fair question. I'm not sure which side of the bed I woke up on this morning, so --

MR. GRIBBLE: Yes.

MR. FARLEY: So when the oil sump box was removed, this is what it looked like. It's basically about a ten foot long, four foot diameter, rectangular box. And the only inlet to this thing was a

manhole cover -- a typical steel manhole cover that was on the very, very top. And you can see a couple things here. One is there's a dark spot here, that's a hole in the side of the oil sump box. And down here it looks like -- sort of looks like a mushroom growing out of the side of this thing, well, that's a big concrete plug. And I'll show you a cross-section here in a second that shows you how all the things fit together. But fundamentally, this thing, about ten feet long, sat in the subsurface, and there was a perforated pipe that extended to the north and to the south of the oil sump box. The pipe was about eight feet or ten feet below ground surface, and the pipe was perforated pipe. And the concept was that oil was poured into the oil sump box, and then it flowed down and out of the oil sump box through these perforated pipes that were located in the subsurface. For some reason -- what's that, Myrna?

CO-CHAIR HAYES: In situ disposal?

MR. FARLEY: Yeah. But you raised a good point that I'll address here in just a second about did this thing really work. On the north side -- the pipe on the north side -- and north in this case is off to our right, so we're looking to the southwest -- there's a pipe in the ground, but it wasn't disconnected -- it wasn't connected any longer to the oil sump box. It was connected and this plug of concrete was stuck in the hole. On the south side the pipe, about a 30 foot long perforated pipe was still in place. This is a hole that was chiseled in the side of the oil sump box. There's one on the north side and one on the south side. And then a wire mesh was bolted -- with concrete screws, was bolted to the side of the oil sump box to keep the grate in place. So it's pretty clear from what we see that this -- these grated openings were either added after the OSB was installed and operated for a while, or at the same time they put it in the ground they added these grates. But they're clearly an add-on from some generation. So this is an important feature because of its potential contribution to the distribution of oil along the west side of Azuar Drive. Here's a cross-section. Here's the oil sump box. We are looking -- if you look into the wall here, we're looking to the west. Here are the walls of the oil sump box. Here's those grate -- metal grate openings over the holes chiseled in the side of the oil sump box. Here's the concrete plug. Here's the pipeline. And one -- a couple of things that are important here is, surrounding this pipeline on both sides was a layer of metal debris, everything from smashed file cabinets to ship's bulkheads to cables and wires and nuts and bolts and, of course, green backfill. And the other thing that's important here is that the water table, at least at the time the oil sump box was done, the water table was about right here. So the water table was above the level of the perforated pipe. That is one possible reason why the -- these openings were chiseled in the side is with the water table up here, the oil floating on top of the water would never get down to these pipelines. So one concept is that this -- these things were chiseled in the side to allow the oil to escape. Another important point is this material here is really the coarsest grain material. This material up here is coarse backfill, but it's nowhere near as permeable as the material to be found down here.

MR. KARR: Does anybody have the patent on this oil septic tank here? Jesus.

CO-CHAIR HAYES: Yeah, I was just going to ask if we knew who the designer and the construction crew were on this? A French drain for --

MR. FARLEY: I think it was Acme, I don't know which Acme.

MR. JESPERSEN: Wiley Coyote.

MR. FARLEY: So here's some photographs that were taken at the time of the work of the oil sump box, which these two photos are of, and along Dump Road which in this photo were performed.

And a couple things to point out to you is this small excavation. Here's the railroad tracks which Weston has now removed. Here's the south side of Dump Road, and the fence line for the crane test area is right in here. So the DRMO is off to the right in this picture. And you can see the cables that came out of the ground. And there was oil in some of these excavations -- not in all, but in some of them. These photos give you a pretty good indication of what this material was like. So not only do the TPH fingerprinting give us an idea of its long chain hydrocarbons, but you can see this stuff dripping off of here. It's very tarry. This was -- this is not the result of, you know, twenty degrees below zero temperatures. This figure here -- and this, by the way, is the perforated pipe that was removed from the north side of the excavation. This shows another image of a hose pumping out the oil that has accumulated in our excavation as we went along. So both of these give you an idea that this stuff is pretty heavy duty long hydrocarbon chain type of petroleum hydrocarbons. So going back now for just a second to the figures up here, these are part of the TPH technical report. They're not this size in the report, but I blew them up for purposes of tonight. And what I want to draw your attention to -- and it may be a little hard to see back here, but maybe at the break you can come up and take a look -- there are different color coatings of these borings. The blue represents staining or odors that were detected at the time the borings were installed. The orange colors in here and over in here represent actual physical free product that was identified at the time the borings were installed. And what I'd like to have you -- sort of maybe squint a little bit -- but the area along Azuar Drive, in this area, appears to have the most contiguous or more frequent occurrence of either staining or free product or odors, and it extends about eighty feet on either side of Azuar Drive. That doesn't necessarily mean it's one contiguous body, but that's the pattern of the observations. The same thing occurs along Dump Road about eighty feet on either side of Dump Road, at least in this area and over in here, the same area that is just diesel and motor oil. So we see a general pattern that shows that there's either staining, odors, or free product about eighty feet on either side of Azuar Drive and Dump Road. As I mentioned a few minutes ago, this is not typical diesel or motor oil. And the laboratory reported that it was pretty typical of what is called bunker C fuel. The highest laboratory concentrations of TPH along Azuar Drive -- so along Azuar, or down in this area -- about 70,000 milligrams per kilogram. And along Dump Road -- in the area down in here -- about 93,000 milligrams per kilogram. Now, those are clearly numbers that strongly suggest that there's some kind of free product, even if it's just in small cracks and fissures, those are very, very -- those numbers are probably indicative of some form of product. And, in fact, the borings at which those high levels were encountered either report staining odors or free product. So what I'd like to have you sort of take away from these figures in this slide is that we have concentrations in the tens of thousands of milligrams per kilogram along Dump Road and Azuar Drive -- portions of this road -- and that free product is discovered or has been visually observed -- and not contiguously, but has been observed about sixty to eighty feet on either side of those two roads. So just in terms of sort of the site conceptual model.

The TPH technical memorandum, which looked at all of those previous investigations and reports done historically, concluded that there's likely multiple sources of TPH that's contributed to the free product in the immediate vicinity of the DRMO. For example, it's unlikely that the oil sump box over here contributed to TPH in the ground way over here. Likewise, in this area there are likely multiple sources of contamination historically that may have commingled over the decades. There is no similar structure along Dump Road to the oil sump box that we find -- that we found along Azuar Drive. So the only place where we found an oil sump box is over here on Azuar Drive, there's nothing similar to that over on Dump Road. That may not be a huge conclusion, but it's important to point out that the only place that we're aware of where there's this oil sump box was

along Azuar Drive. And the lateral extent of free product is likely tied to utility backfill, and to a larger extent, the presence of one or more metal debris layers. And one of the important observations that were -- was made during the oil sump box and Dump Road investigations was that once you got out of this metal debris layer, the soil matrix didn't appear to have a lot of oil in it. So once you remove the metal debris layer and you clean out the bottom of the excavation, you -- what you saw visually was what appeared to be relatively clean soil. And that's not an attempt to try and close the site or anything, it's just to try and convey that the oil is likely associated with this very, very high permeable metal debris layer. You can imagine how many large floor spaces there are when you have a smashed file cabinet and ship's bulkhead and cable all laying on top of one another, the stuff becomes very, very permeable, and the oil can easily find its way in along that. But the clay matrix above and below that metal debris layer didn't show anywhere near the same kind of patterns.

CO-CHAIR HAYES: Did it preserve the metal or was it still rusted?

MR. FARLEY: It was not rusted.

CO-CHAIR HAYES: Cool.

MR. FARLEY: Okay. So the sort of broad-based summary of findings for TPH separate from just those findings in the TPH tech memo is also affected by or maybe modified by some recent visual observations that have been made recently within the DRMO on the east side, and in the sanitary sewer line through the crane test area. And that's what this slide is about. There's been free product observed in a clay pipe, a six inch diameter or eight inch diameter, a few feet below clay surface, just inside the east fence of the DRMO, and the oil has just completely filled the pipeline. And then also a number of shallow excavations that were recently installed within the footprint of the fenced scrapyard area, depths are about eight feet below ground surface, and there was visual evidence of product in those excavations as well. So simplistically what we have is a pipeline that was a shallow clay pipeline in this general vicinity, and a number of shallow excavations in this area, and they showed evidence of free product. Well, that actually fits the pattern that we would expect anyway. Yes.

MR. KARR: Steve, you mentioned in numerous places free product, is it characterized with the same kind of heavy material?

MR. FARLEY: Yeah, it's all the same kind of stuff. That's a good question. We don't find anything that looks like motor oil or gasoline or diesel, it's all this extremely heavy and long hydrocarbon chain petroleum hydrocarbons.

MR. KARR: Well, is there anything in the literature, did you ever find what its intended use was?

MR. FARLEY: I think it's just fuel oil, wasn't it, Dave?

MR. GODSEY: Right. Yeah. Bunker C fuel was a ship boiler fuel, so it almost definitely came off a Navy ship at some time.

MR. KARR: Yeah, I understand that there are only a couple of sources you can find it, but why in the world would they try to dispose of it in a manner like this? Is there anything historical as to why this cluster was invented and dumped out there?

MR. FARLEY: I'm not aware of any.

MR. KARR: Okay.

MR. FARLEY: This is the same kind of material, though, that we did find at 9th and Tisdale a few years ago, the same kind of heavy end stuff. It's always this
jet black, you know -- it's almost like cookie dough, it's just incredibly thick stuff.

MR. GRIBBLE: I have another question. So this bunker C that we keep hearing about, is that typically used in -- as a product that was a fuel that was so viscous that it was like tar, or was this more fluid like a heavy oil?

MR. KARR: It's very common still in the marine trade, many boilers are fired from bunker C, but there are several grades, it's not all as heavy. But a lot of it has to be transported in steam heated machines and kept heated to pump it. The ships -- it's cheap, it's garbage, so that's why it's used in the refining process. It's a heavy end, very similar to asphalt, and it's blended to specifics for boilers. But it is relatively inexpensive compared to other fuels, and it's still used a lot. So, I mean, that would be its only use is as a fuel, and probably old destroyers and many vessels is what they used it for.

MR. GRIBBLE: So if you tried to pour this on the ground, it wouldn't really flow? Is that what you're saying?

MR. KARR: You know, similar to actual grease, you know, ninety weight, if you're familiar, very, very heavy material.

MR. FARLEY: You couldn't, if you had it in a container and you tipped like a jug, you know, with a hole, one or two inch diameter cap on it, and you tip that over, you'd be there all day waiting for a pint to come out. It's very, very thick. It's much thicker than honey. It's almost like tar. The stuff I have seen is almost like tar.

CO-CHAIR HAYES: Well, then how did it get itself into clay pipes? Were they experimenting with mixing it with another fuel that's long gone, or how could it have --

MR. FARLEY: It's not entirely clear, Myrna. It's possible that they're -- and I don't want to speculate too far because that's -- I'm not the world's expert on the DRMO. There may have been structures on top of the ground surface where this pipe was. Maybe they had a small, you know, sump that they poured this into to get rid of, or maybe when they were repairing a piece of equipment it went into a small -- who knows? There's no -- there is no -- in fact, one of the things that I should point out here is that the oil sump box did not have any pipelines that fed it.

CO-CHAIR HAYES: It just had that manhole.

MR. FARLEY: Exactly, it just had the manhole. So it's not as if they poured this stuff down drains inside buildings in the DRMO or even across the street on the east side of Azuar Drive and it flowed into the oil sump box, there just wasn't any evidence of any pipelines, even terminated pipelines that ever fed the oil sump box. It was just a manhole at the top.

MR. THOMPSON: Something quick to add, and my experience in dealing with this is once it gets in the ground there could be some separation where you'd get parts of the sump that are more mobile than other parts, separating and moving, flowing a little bit easier on groundwater, and you get other parts that are left that are truly like a tar, and it's just goop. So above ground it may be one, in one phase, and once it gets in the ground it's in the groundwater and there can be kind of more separation; some of it will flow more than other parts.

MR. FARLEY: Thanks, Brian. Okay. So, in addition to the product observed in these locations, I mentioned this sanitary sewer line. It runs through the crane test area right about through here.

And there's oil that's made its way into the pipeline, it showed up some number of months ago. And the origin of that oil in that pipeline is unknown, and folks are working to try and figure out what to do with the stuff inside the pipeline. We're going to be doing some work outside the pipeline to try and figure out how it may have gotten there. So that's one of the things that I'll touch on in just a moment.

So here's the work plan. First, we're going to talk about Azuar Drive. And if you want while I'm going through this, if you want to jump to the next slide you'll be able to follow along, and the map that accompanies this discussion. So this map right here in your handout will help you see the locations that I'm going to talk about here for a second, and then we'll come back to the map. So there are two trenches that are going to run parallel to the west side of Azuar Drive. In fact, let me just jump to it for a second here. Just to reinforce something. This is the location of the former oil sump box and the perforated pipe that I showed you earlier and that was removed. This is about eighty or a hundred feet right here, and the work that we're going to do is in this area and this area. And, in fact, the little pipeline that we were talking about a few minutes ago is about in this location. This isn't intended to be down to plus or minus five or ten feet, this is intended to be rather conceptual at this point but, in general, that's about where that pipeline is located.

CO-CHAIR HAYES: The clay pipe?

MR. FARLEY: Yeah, the clay pipe. So we're going to put in two trenches parallel to the west side of Azuar Drive. And those trenches are going to extend to the north and to the south from the end of the excavation that we did to remove the perforated pipeline when we removed the oil sump box. And we're also going to install three trenches perpendicular to Azuar Drive. Now, on your figure, those trenches have been extended across Azuar Drive, which means across the EETP boundary and into Lennar's property. These are very conceptual at this point. I've shown them that way just to highlight that the purpose is to focus on the lateral extent of the metal debris with the product, and assess that lateral extent starting from the area at the oil sump box and moving out in essentially three directions. Those trenches may or may not have to extend that far. And if it does, we'll work out all the licensing agreements and issues and work with the city on utilities and protecting utilities. All of those kind of things will be taken care of in due course, but I just wanted to make sure everybody was aware that the length of those trenches are basically going to be tied to where is the metal debris with the free product in it. If that stuff cleans up in five feet, we may go ten feet and we're done. But if it continues on across the EETP boundary, we will likely chase it. The plan is to reach the limits of the metal debris containing the free product. And when I say metal debris, I also mean coarse grain backfill. One thing that we wanted to try and emphasize here is that if you look at some of the historic maps -- and the draft technical memorandum contains a number of figures in one of the appendices that shows sort of the development history of that portion of the island -- and in general what you see is that the levees are built, and then the areas on either side of the levees are filled-in with dredge materials over a period of time. It is likely that Azuar Drive was one of these levees at one time. And so we don't know this, but one of the sort of operating concepts is that this metal debris that we're seeing may have been stuff that was just pushed over the side of the levee after the levee was built, and it may be very localized and only on the west side of Azuar Drive, and may not actually extend underneath Azuar Drive. But that's one of the questions that we're trying to assess in this effort along Azuar Drive. And then when we get to the end of those trenches, then we'll go ahead and collect some soil samples for chemical analysis. So here's what I just described, the former oil sump box and the perforated pipe. It's going to the north and to the south along Azuar Drive. And then we'll also go essentially perpendicular,

or generally perpendicular to Azuar Drive and move in the direction of the EETP. The goal is to try and determine where is this metal debris that contains the oil, how far does it go, if at all, onto the EETP.

Along Dump Road the focus is quite different. The focus is the sanitary sewer line. And what we're going to do -- and if you jump forward one slide what you'll see is we're going to put in three trenches that will run perpendicular to the sanitary sewer line in the area west of the crane test area, so west of the EETP. And the idea is that we want to look at the nature of the backfill along that pipeline. Is there product in the pipeline backfill? Is there debris adjacent to or within the backfill? Or is the backfill the same kind of metal debris? And if it is, then we may have oil in contact with the pipe. The second question is what's the physical condition of the pipeline? Are there fractures in the pipe? Is there rusting that could be entry points for the oil from the subsurface into the pipeline? So it's a very different focus, it's a very different effort than along Azuar Drive, but it's a very important effort. And ultimately the question is, is the backfill a preferential pathway for either migration of the product in the subsurface? Or is it an entry point for that oil into the pipeline? Okay. And so here's the crane test area boundary. Here's the EETP boundary. This is a small parking area, a paved area -- I shouldn't say parking -- but a paved area that's west of the crane test area. We'll put one of the trenches in here, and then we'll go just outside that, and then again down here. And if you look at these maps that I've included, there is free product that has been historically reported in this area. This is this area right here. So the focus right now is to go into these areas and both assess if there is free product in backfill, what's the nature of the backfill? Is it the same metal debris layer? And then, secondly, to assess the condition of the pipeline.

MR. HOLLINGSWORTH: So the work that's going on in the area between the test area -- between the crane area and the former DRMO, which is the removal of the tracks and all that other stuff down in there, is not part of the whole -- is not part of your project?

MR. FARLEY: That's correct.

MR. HOLLINGSWORTH: Okay.

MR. FARLEY: Here's the center line of Dump Road right here, here's all the railroad tracks, and our scope of work is up here along Dump Road.

MR. HOLLINGSWORTH: Okay.

MR. FARLEY: Good question. The next step is to prepare an addendum to the work plan that I mentioned to you before, the work plan that I wrote for the oil sump box and the Dump Road investigation. That work plan was prepared in December 2005, and we're going to update it. This is essentially an extension or continuation of that work. We'll go ahead and write an addendum to that plan, and hope to begin work in August. And depending on a lot of things that we talk about tonight, how long those trenches are, what kind of obstacles we encounter, we think the work will be complete in about three weeks or so. Yes, Chip.

MR. GRIBBLE: Well, that doesn't give us any time to review the work plan. And that's not in the SMP, is it, Michael?

MR. GODSEY: It doesn't have to --

CO-CHAIR HAYES: If you're going to ask a question at the mike, you better answer it at the mike. David, microphone.

MR. GODSEY: It doesn't have to, Chip, because we're utilizing the pre-existing approved work plan, and the work is a continuation of that previous work.

MR. GRIBBLE: I still think it belongs in the SMP schedule, and I still think we should review it. It's kind of interesting that nobody seems to be very interested in the new ditch that Weston has dug at the property boundary which, you know, my best guess on this figure here is somewhere where you're talking about these trenches. And Dwight, can you talk about that, what you have found?

MR. GEMAR: Sure. From Steve's drawing there, that last kind of trench to the left, I guess the H1 boundary is probably another, I'm guessing, a couple hundred feet to the west, and that's -- and as part of our removal action of some hot spot material, we also trenched right along the H1 boundary in order to expose the sedentary sewer pipeline, the industrial wastewater treatment plant pipeline, and the electrical conduit, the concreted conduit that runs toward the east as well. And the reason for that is eventually we're going to sever those utilities and put a concrete block there, essentially, so that if there is any preferential movement of oil it doesn't come back toward the west onto H1. But what we have observed is that fairly deep, I would say probably starting around the elevation of the existing wetlands, and probably for another two or three feet below that at least, there is evidence of a fair amount of TPH staining in the face going toward the east again, which would be about 200 feet to the west of where the proposed trenches are. You know, we see some oil staining underneath the electrical conduit vault, and we see some staining under the pipeline -- but not a lot -- but there is kind of a fairly, looks like a fairly uniform layer of TPH impacted soil that's visible all the way to the -- kind of the northern edge of that ditch, if you will, right up to the edge of wetland A. And so it looks like -- and we didn't see really a whole lot of debris -- well, we didn't hardly see any debris in that exposed face. So it looks, to me at least, that that material, you know, might have been dumped there and then eventually covered up with several feet of fill at some later point. So there definitely seems to have been some activity -- disposal activity involving the -- this heavy oil. Because we see the same thing, it's a very immobile oil, you know. It moves a little bit. When the sun hits it it's almost like taffy, when it gets warm it starts to ooze, but very slow moving. And because there is no evidence of any debris, it just looks like it was dumped there.

MR. GRIBBLE: And how long is that trench that you dug?

MR. GEMAR: Well, I'd say it's at least a couple hundred feet, I'd say, going north and south.

MR. GRIBBLE: Can I see your pen there? Buck King, who's a geologist with our department, and I went out there and looked at it, and he actually went back a second time and took some more detailed notes. And I really think that it would be worthwhile for some of the responsible parties to have some geologists go take a look at this to try and do some interpretation. I can tell you what our initial interpretation or initial idea is. This is about the point at which it crosses Dump Road and it goes like this, is that right?

MR. GEMAR: Uh-huh.

MR. GRIBBLE: And maybe out to that far?

MR. GEMAR: Uh-huh. Yes.

MR. GRIBBLE: I forgot the dimensions -- did you say six feet below the current surface, the original, the grade before you excavated?

MR. GEMAR: At least, yeah.

MR. GRIBBLE: At least six feet in depth. That top six plus feet or whatever appears to be a fill material. And at the bottom of that is a bay mud, that would be the surface of what once was the bay mud, and that this oil -- this viscous oil appears to go in the layer at the top of that bay mud, the entire length of this trench shown. And if it's not ending at the end of the trench, so the question is how far does it continue in that direction? And certainly how far does it continue in this direction? If you figure that this was filled at some point in maybe World War II or thereafter, the only place that you likely would have been able to get to that to spill anything from this road here or somewhere over here, which suggests that it was a spill that was dumped somewhere here and then it flowed in that direction. And we think that it's worth exploring further. And particularly going in the eastern direction to see what, you know, to better understand this spill. But it appears to be a surface spill prior to that area being filled which would put it some point around World War II or post early post war period. And that would have been a massive spill probably, but would have been prior to the oil sumps that exist in this area down here in the main picture. I think it's worth some other people going out there and mapping it and try to do some interpretation. And you're talking about a work plan here, we're not going to comment on it, but this would certainly be a comment we would make. And I think it would be worthwhile for that timeframe to be adjusted -- for that to be put in the SMP and for the timeframe to be adjusted so that we can review it and provide some comment.

MR. FARLEY: Okay. Anything else?

CO-CHAIR HAYES: Oh, yeah, I have some questions. How close is this source to any one of these H1 monitoring wells that DTSC and I had a very unpleasant conversation about one day where they said that we should fear for our lives because there was free product in monitoring wells. Is this -- could this possibly be connected with that? And would it also be connected with this unknown source of this high soil gas on the other side of Azuar that's -- that Lennar seems to be chasing? That's one question, or two if you'd like.

MR. FARLEY: Let's take the second one first. I assume you're talking about UST 231-243. Based on what we've seen so far, there doesn't appear to be any relationship between the two.

CO-CHAIR HAYES: Shucks. We were trying to figure out where it came from. And what about DTSC, do you want to answer that question, or Dwight? Is this in the vicinity or in the preferential pathway towards one of those monitoring wells your representative told me we were going to perish from exposure to.

MR. GRIBBLE: Well I don't recall anybody from our department --

CO-CHAIR HAYES: You wouldn't because you weren't in the conversation, it was your boss.

MR. GRIBBLE: Well, then --

CO-CHAIR HAYES: Okay. Could it be --

MR. GRIBBLE: I don't know anything about that, so I can't respond to that.

CO-CHAIR HAYES: But is it in any proximity to a monitoring well for H1 that had free product in it?

MR. GEMAR: There is a monitoring well not too far downgradient from the edge of the trench along the H1 boundary, but that's no free product in that well. In fact, I don't think there's any detects of TPH, but I need to double-check that, Myrna.

CO-CHAIR HAYES: Okay. When you say east side of DRMO, are you also talking about the west side of Azuar? Is that the same?

MR. FARLEY: Yeah, same thing.

CO-CHAIR HAYES: Okay. When you say this project is going to start in August -- and maybe Chip is going to mess up your plan there -- but is it going to start before or after August 10 and 11?

MR. FARLEY: It depends on where you're going to be on August 10 and 11.

CO-CHAIR HAYES: Well, that -- depending on whether it's going to be before --

MR. FARLEY: Is that the right answer, Myrna?

CO-CHAIR HAYES: I was going to give people coming to the potential 150th anniversary of the naval ammunition depot the Azuar route. But if Azuar is going to be blocked I don't want to do that. So that would be August 10 and 11.

MR. FARLEY: It will probably be after that.

CO-CHAIR HAYES: Okay. Good.

MR. FARLEY: But you and I should hook up sometime in July.

CO-CHAIR HAYES: All right.

MR. FARLEY: Want to take an action item, you call me based on your schedule, and I'll fill you in?

CO-CHAIR HAYES: All right. Have to be pretty early in July because we have printing to do. And my final question is for Weston actually. Are you pumping leachate from the landfill? And are you using the sanitary sewer lines? And will this excavation mess you up if you are?

MR. GEMAR: No, because that lateral was plugged several months ago, so we actually had to run an over land pipe to a different location, kind of right along the middle part of the DRMO where Steve is talking about. But there's another lateral there that goes under Azuar to the main way, and then it goes down from there. So we actually had to relocate our discharge, and that was several months ago.

CO-CHAIR HAYES: And did the district pay for that or did you?

MR. GEMAR: No, we did. Otherwise it wouldn't have gotten done.

CO-CHAIR HAYES: Well I have a problem with that since I'm a district rate payer. I think that sounds like a service they should have been providing us, in fact, you're a rate payer. We do have reimbursement programs for upper laterals, so maybe you ought to talk to them about a reimbursement for the sanitary sewer line.

MR. GEMAR: I'm not going to hold my breath.

MR. FARLEY: Anybody else, any other questions?

MR. SILER: Yes, I have a couple of comments here. I thought I heard you say that you saw free product on either sixty to eighty feet on either side of Dump Road and either side of Azuar Drive, is that correct?

MR. FARLEY: There's -- from previous boring logs there's either free product and/or staining or odors reported in the boring logs on either side of Dump Road, portions of Dump Road.

MR. SILER: Okay. And I don't think that's quite an accurate picture of what is there. Because my understanding is the only place that free product is noted on the crane test area is the extreme western portion, this little area right here; isn't that correct?

MR. FARLEY: Right here.

MR. SILER: It's right in there?

MR. FARLEY: Yeah. And this, there is, if you look at these borings here, there is either free product and/or staining or odors report in historic --

MR. SILER: And it sounded like the way it was portrayed is that you could see free product all the way down.

MR. FARLEY: No. And, in fact, when I was referring to this I did try and say a portion of Dump Road.

MR. SILER: Okay.

MR. FARLEY: And I didn't mean to imply all the way along Dump Road.

MR. SILER: Okay. Because my knowledge is that that's the only place that we see any kind of free product in the crane test area.

MR. FARLEY: It's right there.

MR. SILER: In fact, we have hundreds of borings or dozens of borings and we have numerous trenches in the crane test area that actually goes into the debris layer, and there's no free product that's ever been detected in any other area except in the extreme western portion of the crane test area.

MR. FARLEY: And this figure actually supports that. All of these borings in here you don't see any odors or staining.

MR. SILER: Okay. Great. Thanks.

MR. FARLEY: Okay. Well, it's 3:00 o'clock, so I've run a little bit long. Thank you very much everybody.

III. DISCUSSION: *Land Use Controls* by Mr. Michael Bloom, Navy Co-Chair and Ms. Myrna Hayes, Community Co-Chair.

CO-CHAIR BLOOM: It's actually 8:00 o'clock, so it's good on the minutes. We'll go ahead and get started with our second agenda item, and that is to talk about the land use controls and setting up the focus group. I'm going to turn it over to Myrna.

CO-CHAIR HAYES: Hi there. We put this topic back on the agenda because following our presentation -- I believe was that last meeting? Yeah. At least I raised questions about not what the map looks like regarding land use covenants, controls, deed -- what were those called, your new thing? Deed notifications. We weren't looking specifically -- Even though I probably misled the agenda setting committee by saying, using as illustration that one of the first things that Lennar did in their very first progress report, a publication they put out from time to time and it does have environmental cleanup progress listed in it. The first publication Tom Sheaff -- at that time the general manager of Mare Island, I think he's back in that title -- said to me, "Well, what I want this publication to do is I want a map that shows who owns and who manages Mare Island." And their

graphic designer came up with just a tremendous kind of color overlay, somewhat like some of Weston's presentations with an aerial photo of the island, and kind of an orange over here for the Forest Service, and the Army reserve, and a light blue over Lennar's, and the city's a different color. The point was that he hoped that all senior staff at the city as well as its political representatives, at a minimum, and other people as well, would understand that there were many players managing Mare Island with many different responsible parties. And I think that map was successful. So I suggested to the agenda setting committee well, you know, it would be nice to have a map that shows where all the land use covenants are that are going to be applied to the island. And I would suspect that the entire island will be almost one gigantic land use covenant. And we had a bunch of holes in the map because it didn't identify the city properties, it just had those in white, the federal properties were just as white, so that didn't actually quite do the job. But I think the real issue that comes up for me is that mapping where the land use covenants are going to be overlaid doesn't get at the heart of what almost all of us, as community members of the RAB, and many other of the Navy, Weston, and Lennar and regulating staff really worked on at our focus group meeting two years ago this next month, and that really was, how do we get at getting this information into the hands of the people who need to know about land use covenants? What about the lessee and their employees? What about the neighbors to a piece of property that's -- that has a land use covenant on it? What about after ten years? Twenty years? And it was really more about the vehicles that we were going to use to communicate over time, not a system. Mike was there.

It wasn't so much the legal issue whether it says you're going to have a sensitive use and what a sensitive use is -- more like the woman who called me this week. She said my name is so and so, you're the Restoration Advisory Board community Co-Chair, I want to know everything about the environmental cleanup at Mare Island because I'm considering buying a piece of property there. Okay. Where shall we begin? I said, well, so let's talk about the housing. I went on for a bit about how we'd made quite sure that the housing Wendell lives in had -- we could have an unrestricted, no land use covenants on; that it had had green sand in some of the areas that was removed; lead in some areas, and that was removed; and then, of course, a great deal of fill on it. Oh, I go on. She asks me about this and that, and this part of the cleanup. And she's been reviewing the executive summary of your disclosures. And at the very end she says, well, I'm getting ready to buy in Kirkland aisle three after they tear that big building down. Oh, really? Well, that has nothing to do -- that parcel will have nothing to do with the characteristics of the property your house is built on. It does have environmental contamination issues under the building. She is going to want to know about that earlier than later. I would like to have had a vehicle to tell her, "Are you at your computer? Can we hop on that computer? I'll get on mine, you get on yours, let's to go mareisland.org, and let's go to that parcel number that your -- or that block you're thinking of buying in. Or let's go to this property over here adjacent to it." And we would have been able to walk around the island together and made her feel comfortable. Instead, she just has to take my word for it. She thanked me over and over and over again for the 45 minute conversation we had. But how can you depend on me to be your public information officer? How can you depend on me to do your job and your job and your job and your job, all the way around the room, for the next thirty years? And what's the chance that somebody's going to call me? So I'm not picking on anybody. I'm not trying to put anybody on the spot. I'm not trying to waste your whole evening -- it's now seven after 3:00, but I think we need to come back, have -- I mean our recommendation, and I think where we ended up last meeting was, let's come back to a focus group. Let's come back with some opportunity to discuss some real tools, some -- whether it's going to cost -- let's say it does cost $2 million or $3 million to monitor, and -- or to give people realtime information on a

website. So what? What did it cost you not to do that? What does it cost you not to -- we're going to have unknowns. We're going to have things that are going to mysteriously bubble up. What is it going to cost you if the community knew nothing about it? Knew nothing about your environmental cleanup? And then all the sudden, all hell breaks loose? So why don't we get creative before, rather than after, we're stuck with just this massive land use covenant across the entire island? Let's find some tools to be able to communicate with people in a way that doesn't scare them, but then also informs them, makes them feel like you did the job, and we did the job that we believe we've done. I think that's all we're asking for. So, does anybody have anything else they want to say on that topic? Mike.

MR. COFFEY: I think the point that you have made very, very clear is the fact that we need some type of a system right now. Because the fact of the matter is, all this is beginning, the development is beginning right now, and the need to know is right now. We can't wait around for some ethereal feeling of when we're going to put this all together, how we're going to disseminate the information, we need to do it now. We can't wait around forever and a day trying to figure out which systems we need, to have to come up with a solution right now. And I think our focus group got a long way on it, but that was two years ago. And we're no closer now than we were then, and we talked about this exact same subject. Now we've got the development underway, people are starting to ask questions and they're coming to you for that information.

CO-CHAIR HAYES: Yeah. Thank you. Oh, my God.

MR. COFFEY: And that was our overriding concern at that point in time, and I'm amazed two years have gone by and we haven't done a thing.

CO-CHAIR HAYES: And we understood that the city had a contractor who was working on a big fancy piece of software to -- so that when you had a -- when the building department got an inquiry or the economic development GIS system there got an inquiry about an available parcel, that people would be able to be informed, and that that would alert a monitoring organization that an inquiry had been made, and there would be a notification out to the stakeholders, which would include the regulators. We were told that that was in the works. We were told that Lennar was hiring the Guardian Trust and it was just weeks away, then it was just months away.

MR. COFFEY: Where are they?

CO-CHAIR HAYES: Yeah, where are they? We've never heard of them again. And then we just don't -- again, we're not here to lay blame. But the RAB has a responsibility. We're the community, and we're the regulators, and we're the responsible parties all meeting at the table to work on environmental issues early and often and ahead of schedule, before the actual issue -- decisions get made. And we're all here at the table, so let's get busy and get a resolution that we can all live with. Brian.

MR. THOMPSON: So I'm not suggesting this as a solution to what you're proposing, but just in the interim, if you do get calls, and there are some websites that you can go to for more information, one of them is Geotracker, another is Envirostor. And the state Water Board is putting together a website where there will be land use covenants and deed restrictions listed on it. And so I can -- I'm sure you're familiar with some of those. So just --

CO-CHAIR HAYES: No. No.

MR. COFFEY: Why would we be?

CO-CHAIR HAYES: Yeah, why would we be? I mean, you know, this is the kind of dialogue that we haven't had a chance to have. So what would be great is if we could pick a few dates that might work for a number of us, maybe we can do that by a little bit of e-mail. And it would be great to have you give a demonstration of how one would refer someone to those sites and how you would use them. Here's Wendell, a newly elected, you know, outreach coordinator. He's going to have to have some tools. And we're acting, once again, as the public information officers for Mare Island. And we don't have these tools. Michael.

MR. COFFEY: One of the things I think that should be obviously necessary as an immediate action would be a link on either the Mare Island website or the City of Vallejo website. Because if I were coming in purchasing property on Mare Island --

MR. HOLLINGSWORTH: That one exists.

MR. COFFEY: What the Mare Island or the city of Vallejo website?

MR. HOLLINGSWORTH: The proposal was made, was never executed, it doesn't exist. So you can't link to something that isn't there.

MR. COFFEY: Well, mareisland.org.

CO-CHAIR HAYES: Yeah, we're happy to take the lead. That website is still active, and if we have to cobble something together, let's do that. We're just here to get solutions, and let's not drag this issue on and on and on. If we have to bring the Guardian Trust back to give us a focus group meeting, let's do that. We can get the money together for a plane ticket, at least, I suppose. And maybe we can make our own version of what they had in mind and do our own monitoring, I don't know. But we've got to get this resolved. So if you can take the lead, Michael, in getting a date scheduled via e-mail, and I would say that -- who wants to host it, and feed us? Seems to be what focus groups do best. Yeah, you do?

MR. GRIBBLE: No. No. No. (LAUGHTER.)

MR. SILER: You won't get fed that way.

CO-CHAIR HAYES: We're on a diet this month, huh? Okay. Chip, yes?

MR. GRIBBLE: I think we could give a presentation at some point on Envirostor and Geotracker, these are two databases, one with the Water Board and one with DTSC. But I would prefer not to do that for several months for the following reason. Even though this is somewhat -- it is somewhat against what the department would like me to be saying, but the reality is that for the military sites, several of them are -- they're so large, and the files go back so long and the files are so large, that to get that -- those projects files uploaded to the Envirostor database, I'm speaking for the DTSC one, is something that's very difficult.

CO-CHAIR HAYES: You mentioned you weren't all quite up to speed.

MR. GRIBBLE: Yeah. And even though I'm working on Mare Island in particular, if we had a demonstration now it would be a lot of, well, I don't have that and I don't have that, and it wouldn't be that much to look at, and it would be kind of embarrassingly not worthwhile. So if we waited for, you know, you know, maybe until the fall or something, it might be a much more interesting exercise. And I think that we, you know, would -- at that point it might be good to go through that, have a hands-on demonstration, and show people how to maneuver through really what's supposed to be a very, you know, user friendly site.

CO-CHAIR HAYES: Well, let's just -- we don't have to decide tonight, you don't need to raise your hand, maybe you don't have the authority to buy Chinese food for us. But if we can get back to me, Michael and I will spearhead this effort to pick a date. And I'm actually hoping to try to arrange for the Farro robot docs to come. We might have to hire them, because they are a high school project that was an award winning project at the national design center that I saw in New York at Christmas. And they designed little robotic dogs that go around sniffing around for contaminants. They're totally objective, they're not Myrna, they're not Michael, they're not Neal, they're not Chip. And they report data. And if I -- I'm Wendell, and I'm just sure that there's too much dust coming off the landfill, the little robotic dog will tell the truth, and you'll have to live with the robotic dog's report rather than trusting what Dwight told you about his dust collection. So we might have to get those guys, because that seemed like a really, really interesting idea to apply here. Okay. With that, you can take it over from here.

CO-CHAIR BLOOM: All right. Thank you, Myrna. I will definitely work with you, first, coming up with a couple of dates, and then we'll send an e-mail out. Okay.

IV. PUBLIC COMMENT PERIOD

CO-CHAIR BLOOM: We're on our first public comment period. Are there any public comments? If not, we're going to go to our break. But first, before we do, I definitely want to make an announcement. All of you know David Godsey, and most of you know, I believe, that he is retiring from our service here from federal government, and so this is his last RAB meeting. So I personally, at least, representing the Navy, just want to say, David, thank you very much for all your efforts and work on Mare Island. I know I've only been here a year, you've been here way longer, I appreciate everything that you've done. You've helped me immensely. You've represented the Navy well, and I think worked extremely, extremely hard to get these environmental sites closed out, and we're getting there. And so I just personally want to thank you. And I'm sure a lot of other people feel the same way, so thank you very much, and we wish you well. I wish you well in your endeavors. And we did bring some cookies to celebrate back there along with whatever else is back there. And so, thank you, David. And with that, I also want to introduce Marc Smits -- Marc, stand up. He is going to be replacing David and -- as the lead project manager on the site. And he's been actually on our team, the Mare Island El Toro Tustin team. Marc's been the RPM since 2000?

MR. SMITS: 2000.

CO-CHAIR BLOOM: Working on El Toro and Tustin, so he's coming over to Mare Island. I don't know if you want to say a few words at all?

MR. SMITS: Sure, just real quick.

CO-CHAIR BLOOM: Okay.

MR. SMITS: I'm happy to be here tonight and just learn some of the issues and the ins and outs of Mare Island. I do have seven years of Navy experience, and before that as a contractor with CDM working on various bases down in the Southern California area. And it's exciting to come onto this. I do want to second Michael's thoughts on Mr. Mare Island here, that he has kind of set the table for us to keep going. And the goal here is to clean up the site for people to use, so that would be my goal as well as hopefully yours. Thanks.

CO-CHAIR HAYES: Welcome.

CO-CHAIR BLOOM: Let's eat. (Thereupon there was a brief recess.)

V. ADMINISTRATIVE BUSINESS (Myrna Hayes and Michael Bloom)

CO-CHAIR BLOOM: All right. Let's see. The first item of business is administrative business and announcements. And if anybody has any comments on the last RAB meeting minutes, please get them to Myrna or myself. That would be great. Anything else on that, Myrna?

CO-CHAIR HAYES: No.

VI. FOCUS GROUP REPORTS

a) Community

CO-CHAIR HAYES: Okay. We'll do focus group reports. The first one is community, and Wendell.

MR. QUIGLEY: Yeah, Wendell Quigley, community. I'm having exactly the same results that Myrna is. My name keeps popping up for who to call on the island, and I really do not have the answers that these potential buyers want. I have nothing other than I'm living there -- and I absolutely love it. And I'm dealing with Lennar, and I'm dealing with anybody else who will talk with me, and Lennar has been very gracious in giving me what information they could. Weston has given me information that I could use. But I really do not have an answer for potential buyers on the island. And so this goes back to this committee, and we have to somehow form, I guess, another -- a new committee. If I had a website to send these people to it would be great. Thanks.

CO-CHAIR HAYES: Just to follow up with that, I just wanted to note that I got a note from Jim O'Loughlin, he serves on our RAB from Napa, and he's a retired planner. And his note said that he would love to serve on some type of committee or task force that focused on land use covenant information and mechanisms to ensure that the public get the information.

MR. GRIBBLE: Is this working? Not to disagree with the message and your expressed need for someplace to point these people to that's comprehensive for people to find information, but in the meanwhile you can still tell them -- give us -- give them my phone number, Brian's phone number, the Navy's phone number if you wanted, and let them find information that is currently available. It may not be the most efficient or effective way, but it is, you know, something rather than you telling them you don't know, and then we don't have any ability to communicate what we do know, what we can tell them. So I would encourage you to, even after you tell them what you think, to suggest that they call one of the agencies.

b) Natural Resources (Jerry Karr)

CO-CHAIR BLOOM: Okay. Natural resources, Jerry.

MR. KARR: Question first, Gil -- or Chip, excuse me. What was that other website, Geotracker, and I never did hear clearly what the other one was.

CO-CHAIR BLOOM: EnviroStor.

CO-CHAIR HAYES: Dot org or what?

MR. GRIBBLE: Well, actually there are a lot of names for it within the department, but I'll spare you all the various spellings, versions. But, you know, I can't tell you offhand what the --

MR. KARR: Google will get me there?

MR. GRIBBLE: Yeah, there you go.

MR. KARR: Thank you. On the natural resources, really nothing to -- nothing to report on that end. Working with Myrna on another project we have going on at the south end of the park that she'll discuss after a bit.

c) Technical (Paula Tygielski)

CO-CHAIR BLOOM: Technical, Paula is not here. Anybody have a report for her? If not, we'll go to the city, and Gil.

d) City Report (Gil Hollingsworth)

MR. HOLLINGSWORTH: There are no Mare Island environmental issues pending or scheduled to go before the city council.

e) Lennar Update (Steve Farley)

CO-CHAIR BLOOM: Thank you, Steve with -- for Lennar.

MR. FARLEY: Thanks, Michael. Is this on? A couple of handouts over here at the table. Let me start with the large oversized one. The documents in review, there's a new document that's come out that's a tech memo for site closure, a summary of FOPLs in IA-B2. No upcoming public comment periods. Significant upcoming documents. The primary one that we'd like to emphasize tonight is the draft investigation area B-1 feasibility study and RAP -- is the draft IA-B1 F/S and RAP. That document will come out in July. In terms of the environmental site closure status, the only thing that's changed there is we recently received closure approval for two additional underground storage tanks, cistern 65 and UST 750. Photographs, the basic work that we're doing. I'd like to point out on the left-hand side, this is -- the picture with all the wires and the panel, that's an ultraviolet screening tool apparatus that we've used at four or five sites out at Lennar Mare Island. This one happens to be for 231-243, Myrna, which is the area that you were asking about earlier. This is a tool that uses ultraviolet laser and causes -- you push it ahead of a geoprobe rig, a direct push rig, and it basically sends off a pulse of laser light and reads the response of the hydrocarbon to that laser light, and it allows you to do some pretty detailed mapping of the subsurface. And then we used some software to look at that information in three dimensions. It's quite a nice tool. The only other thing is that we've finished work at a number of PCB sites, and the only new sites listed on here this time are S33, seven, and five, which are sort of in the lower third of the figure, and that's a couple of bomb shelters that we're working in. So that's all I have for tonight.

CO-CHAIR HAYES: If you don't mind me asking, there are various things that those bomb shelters have been used for, what are you doing in them?

MR. FARLEY: PCBs.

CO-CHAIR HAYES: Oh, okay.

f) Weston Update (Cris Jespersen)

CO-CHAIR BLOOM: Thanks, Steve. Next is Weston update, Cris.

MR. JESPERSEN: Thanks. You should have a handout available. I won't belabor the status of the various documents that are there, you can read those yourselves. I'll skip instead to the continuation of the hot spot soil excavation within investigation area H1. You can see we've excavated about

131,000 yards of material, and completed 52 of the 58 hot spot areas. And we've removed this contaminated material and we're consolidating it inside the containment slurry wall, and we will cap that area later this year. Again using the criteria, we're digging in areas we have known as hot spots, we take confirmation samples up to the laboratory, and contamination after we excavate, we continue to chase it both vertically and laterally. And then once we've got confirmation that we've got everything, we go ahead and fill the excavation up with clean soil. The next item down there is our munitions response action at the Western Magazine area, IR-05 and Ridgemont seven south. We recently completed the investigation of over 10,000 anomalies that were identified from a geophysical survey performed last year in the Western Magazine area. You can see the statistics there for a number of lab munitions items, radiological items and munitions debris items. And we're going to take information from this removal action and combine it into an updated conceptual site model for the Western Magazine area and commit it for regulatory review. And we continue our work on the investigation at IR-05 and dredge pond seven south. We've investigated over 3,000 anomalies in those areas. We've found 300 live munitions items, and a number of inert munition debris items. And we're anticipating completing that work in mid-July. And then, finally, we're going to start up receiving materials for the completion of the area H1 containment area cover. We made a presentation to the RAB last year that it was progressing, and we completed about half of the 72 acres last year before the rainy season shut us down, and we're expecting to kick that off again in September of this year. We're receiving some geotextile materials for the cover this week. Any questions?

CO-CHAIR HAYES: No.

MR. QUIGLEY: I have one. Where's the rest of the soil coming from that you're going to use for a cap? Is it already on the island?

MR. JESPERSEN: Yeah, we're primarily moving it from the dredge pond to stockpiles of soil that we received from off-site sources. And maybe Dwight knows the material they imported to. And, again, all of that material we've sampled, we've put the samples in front of Chip and make sure that they can be used as fill.

g) Regulatory Agency Update (Brian Thompson/Chip Gribble)

CO-CHAIR BLOOM: Thank you, Cris. Regulatory update is next. Chip.

MR. GRIBBLE: Steve, those were very nice pictures, thank you. I said they're really good, informative. Let's see. Actually I noticed a delivery truck on the freeway today with the geomembranes. It was obviously coming to Mare Island, and I got really excited, and I started to wave and everything and then almost had an accident, so I have to rethink maybe the CEQA analysis, we need to modify that.

CO-CHAIR HAYES: We'll take that into account, accidents by regulators.

MR. GRIBBLE: I think the rest of it is covered. We're still working with the Navy to try to resolve issues with the consolidation removal action. We're stuck on issues related to IR-04, and we're hopeful to get that resolved soon.

CO-CHAIR HAYES: Could you use the microphone?

MR. GRIBBLE: We're working with the Navy to resolve issues with respect to -- regarding the consolidation and removal action, in particular with IR-04, and we're hoping to get that resolved soon so we can get the project launched. And that's really been the main focus lately.

CO-CHAIR BLOOM: Thanks, Chip. Brian.

MR. THOMPSON: So, like Chip, we're working with the Navy on the consolidation removal action, and also participating in the early transfer meetings. For Lennar Mare Island we agreed with an assessment that cistern 65 should not be carried forward as an underground storage tank case, and agreed with closure for underground storage tank 750. We provided comments on a work plan related to underground storage tank 231, and also on tentatively closing two FOPL segments in investigation area B. Some other things we're working on are we continue to interact with Lennar and CH2M Hill regarding residual petroleum hydrocarbons that are planned to be left in the ground and how we might notice or restrict those. And something we've also been talking about, kind of informally with CH2M Hill and Lennar and the Navy is about the current status of our Water Board order. In initially drafting the order it's hard to predict what's going to happen in terms of schedule and scheduling the orders is not up to date, so we'd like to revise that with -- assuming that this next transfer goes through -- at the time of that transfer we'd revise the order.

VII. CO-CHAIR REPORTS

CO-CHAIR BLOOM: Thanks, Brian. Next is the co-chairs report, I'll go ahead and go first. Handouts are right on the table up in front. We've been -- there's two items of field work that are mentioned on the front page. The first is the proposed time critical removal action that we're planning to do with the four sites, site IR-04, 05, the paint waste area, and the horse stables area we talked about in the last couple RAB meetings. We went out and had Weston do some test pits at IR-04 about a couple weeks ago. And just to see what -- what type of soil stability and potential groundwater infiltration would occur at IR-04. We also have begun -- or Weston has -- removing the railroad tracks at the DRMO so we can continue on with our non-time critical removal action to be in the field next month in July. If you turn it over, we -- the Navy submitted two documents. We responded to regulatory comments on the RI for investigation area F1, and we submitted our draft site management plan for the next fiscal year. And we received comments from all the agencies on our draft action memo for the time critical removal action. We're working on responding to those comments. The early transfer discussions are continuing, and there's been various conference calls between various different parties and -- both technical and with counsel on many different issues. So that is continuing on. And that's about it for my report. And Myrna, are you all right?

CO-CHAIR HAYES: Yeah. I think. I'll make my report pretty short here, but I wanted to make you aware of plans that I guess I've initiated since July since nobody else maybe was, and that we really ought to have a party to celebrate the 150th anniversary of the naval ammunition depot on Mare Island, the south end of the island. After all, it is the Navy's first arsenal in the Pacific. And we know that it was founded in 1857. The sandstone building at the south end called A1 was definitely completed that year. We don't know the month and day. So then what people do in the historical and archeological business is they just make a day to celebrate. So to get -- to kind of work with the environmental schedule regarding the cleanup at IR-04 and trucks that will probably be moving through that time, as well as to make it possible for some key people like Diana Krevsky -- who is actually possibly moving out of the country in September -- to participate, we've decided to hold it Friday afternoon, August 10, with hikes and outings, and maybe a little champagne toast in the evening followed by the sunset at 8:06 -- I check those things. And then Saturday my draft schedule is 9:00 to 6:00 with outings and a ceremony and a horse ride -- I don't know -- carriage rides and food and music and all that stuff. So we're going to make that -- make the details official, I think tomorrow with the city, work out the permit issues. And then work closely with the Navy because they really, in a way, will be our two agency hosts in that the Navy still owns the south

shore and is doing work there, and the city is the grantee or, in some cases, property owner for the properties that we would be using on the top of the hill. And the only people I guess we would also need to involve who are part of the historical naval ammunition depot would be the golf course. The new nine holes are actually on the ordnance depot. So if you'd like to be a part of that, you kind of want to be there with a vest on that says, "Ask me about environmental cleanup," or, "Ask me about the regional park," then we hope that our task force members -- many of whom are also RAB members -- will have a chance to talk with people about our recommendations that will go to council in the next month after that regarding the possibility of a permanent regional park. But in the meantime, that will be a great day to get people out. We'll expect that through the generous contributions of Weston, and hopefully Lennar and Touro and all the other good people with a little money in their pockets, that we'll be able to have that totally free event again. And just a way to introduce people to the future park and what it could be like to be a park with rattlesnakes, ticks, mosquitoes, poison oak, unexploded ordnance -- you know, a great park. But -- and what it was -- why it's important for us to celebrate the past there, the work that men and women did to ensure that we live free today. So again, put that on your calendar, August 10 and August 11th. And if you got any street closures, you better tell me now, because I don't want people to get too lost getting way out there. It's a long ways from nowhere. Okay. Depending on the advertising you believe. Okay. So that's it for my report. This is another time for public comment, and that would be anything that is not on the agenda and anything that's on your heart, in your heart or on your mind. You can ask, you can put an agenda topic out there, or we can go home. Okay. Let's wrap it up. Thank you very much everyone. And welcome Susan McCue, Economic Development Director for Vallejo, and also Marc Smits.

LIST OF HANDOUTS:

The following handouts were provided during the RAB meeting:

- Presentation Handout – Total Petroleum Hydrocarbon (TPH) Technical Memorandum at Defense Reutilization and Marketing Office (DRMO) Site – Navy/CH2MHILL
- CH2MHill/Lennar Mare Island Deliverables Schedule June 2007
- Mare Island RAB Update June 2007 – Weston Solutions
- Navy Monthly Progress Report Former Mare Island Naval Shipyard June 2007

(Thereupon the foregoing was concluded at 8:56 p.m.)

CDM Transmittal

CDM.

9444 Farnham St. Suite 210
San Diego, California 92123
(858) 268-3383
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To:	Diane Silva	**From:**	David Lange
Organization/ Address:	Navy SWDIV 1220 Pacific Hwy., Bldg 129 San Diego, CA 92132 Phone: (619) 532-3676	**Date:**	August 1, 2007

Re: Mare Island Information Repository – Final Minutes for the RAB Meetings November 2006 – June 2007

Job #:

Via: *Mail:* *Overnight:* Fedex 2-day *Courier:*

Enclosed please find:

For your information	X	**Approved**	
For your review		**Approved as noted**	
For your signature		**Returned to you for correction**	

- **Message:**

Diane,

Enclosed please find two copies of the Final RAB meeting minutes from the November 2006 through June 2007 RAB meetings at Mare Island Naval Shipyard for the administration record/information repository. If you would like anything placed in the information repository, please forward it to the attention of Peggy Bloisa in our Walnut Creek Office. Please replace the current contact name of Darlene McCray with Peggy Bloisa. Please call me with any questions

Thank you,

David Lange
Project Manager

Signed