



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

**HELD THURSDAY, October 28, 2010**

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, October 28<sup>th</sup>, at the Mare Island Conference Center, 375 G St., Vallejo, California. The meeting started at 7:02 p.m. and adjourned at 8:52 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)
- Miguel Buchwald
- Chris Rasmussen
- Michael Coffey
- Wendell Quigley

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

- Janet Lear (Navy Co-Chair)
- Reginald Paulding (Navy)
- Tony Megliola (Navy)
- Heather Wochnick (Navy)
- Neal Siler (Lennar Mare Island)
- Steve Farley (CH2MHill)
- Steve Watson (CH2M Hill)
- Ed Aromi (CH2M Hill)
- Dwight Gemar (Weston Solutions)
- Janet Naito (DTSC)
- Carolyn D'Almeida (U.S. EPA)
- Gil Hollingsworth (City of Vallejo)

**Community Guests in attendance:**

- Diji Christian
- Jim Porterfield
- Cindy Spears

**RAB Support from CDM:**

- Carolyn Moore (CDM)
- Doris Baily (Stenographer)
- Wally Neville

## **I. WELCOME AND INTRODUCTIONS**

CO-CHAIR LEAR: Welcome, everybody. Time to get started here, Mare Island RAB meeting. First we do introductions. I'm Janet Lear, I'm the BRAC Environmental Coordinator.

CO-CHAIR HAYES: I'm Myrna Hayes, the Community Co-Chair of the Restoration Advisory Board.

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

MR. COFFEY: We'll do it over here. We're going to go this way. I'm Mike Coffey, RAB member from American Canyon.

MR. QUIGLEY: Wendell Quigley, RAB member of Mare Island.

MS. D'ALMEIDA: Carolyn d'Almeida representing the Environmental Protection Agency.

MR. FARLEY: Steve Farley with CH2M Hill.

MS. NAITO: Janet Naito with the California Department of Toxic Substances Control.

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

MR. PAULDING: Hello, I'm Reginald Paulding with the Navy.

MS. WOCHNICK: Heather Wochnick, Navy lead project manager.

MR. GEMAR: Whipping boy for Weston, Dwight.

(Laughter.)

CO-CHAIR HAYES: No last name.

MR. MEGLIOLA: Hi, Tony Megliola with the Navy.

MR. WATSON: Steve Watson representing CH2M Hill.

MR. SILER: Neal Siler, Lennar Mare Island.

MR. AROMI: Ed Aromi, one of the whippers, for CH2M Hill.

(Laughter.)

MS. SPEARS: Cindy Spears, fan of Mare Island.

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

CO-CHAIR LEAR: Okay. Tonight we have two presentations -- oh, she keeps turning it off on me and I don't know --

CO-CHAIR HAYES: For a good reason.

CO-CHAIR LEAR: Okay. Tonight we have two presentations. The first one is presented by Reginald Paulding with the Navy, and it is the Underground Storage Tank Assessment and Closure for USTs A266S and former UST's 993-4 and A225. So we can get started with that.

MR. COFFEY: Come on, Reggie, move. Skip to the good part.

**II. PRESENTATION: *Underground Storage Tank Assessment and Closure Activities: Suspected UST A266S and Former UST's 993-4 and A225***  
**Presentation by Mr. Reginald Paulding (Navy)**

MR. PAULDING: Okay. All right. Well, does everybody have a hard copy of the presentation? It will make -- or use the eleven by seventeen figures will help with the map slides. So, as Janet said, I'll be talking today about the suspected underground storage tank A266S, former USTs 993-4, and A225.

So the way I laid this presentation out is it will be a little repetitive. What we'll do is go through each individual site, and I broke it down into three parts. We'll start out with a brief history on the UST program at Mare Island. I'll give you a general site map. Then we'll talk about the three USTs. And we have a path forward slide, how the Navy will get off of Mare Island. And then we have questions. So the UST program is -- it's petroleum sites, and those sites are addressed under a separate program from the Comprehensive Environmental Response Compensation and Liability Act, also known as CERCLA. And that program is led by the Water Board or it's under the Water Board control.

MR. COFFEY: Jurisdiction.

MR. PAULDING: Jurisdiction, thank you.

So to jump back to the top here. There have been 154 UST sites identified at Mare Island, and all but three are closed, which is 98 percent. So here on the map you can see that 993-4 is up in the northern part of the island at the former service station, and that A225 and A266S are at the southern end of the island down in the former manufacturing area.

So here for A266S what you see here is a June 30th, 1938 map of Mare Island, specifically the Manufacturing Area. And what you see inside this -- the red circle is identified as a gas station on this map adjacent to Building A67 and east of the cemetery. So the reason why this is important is because this is really the only piece of information that identifies this former gas station. And a while back -- I don't know, almost twenty years ago when they were going through and identifying sites at Mare Island for potential investigation and assessment, early on this was initially identified as a potential site. But going back almost as long, the Navy has held the position that it was most likely just a roofed or fenced area. It probably never really had any underground tanks because it never had a building number. The Navy also further asserts that if there was a tank there at one point, it was most likely removed prior to the construction of the building that's currently at that location, A266, which was built in 1946. However, the Water Board didn't go along with those suggestions, and they required some actual investigation of the area.

MR. COFFEY: Well, trusting of them.

MR. PAULDING: Yeah, they didn't trust us. So what you're looking at here, this large concrete cinder block building is A266. And this corner right here, that would be the southwest corner, that would be where this red circle was, in this general area. And that's where we believe that if there was a tank, that's where it would be for this former gas station. And then this picture here on the left is the interior of the building in that same location, and you're looking inside, we'd be looking at this corner of the building here.

So what we're going to do is actually we're going to go in, we're going to drill two holes in the floor of this building and collect soil and groundwater samples to confirm that hopefully there

was nothing there. And that's what you see on this -- the first map in the presentation here, you see two proposed locations for the soil and groundwater samples -- well, these are the boring locations and we'll collect soil and groundwater samples at those two locations. And the reason that the second downgradient location was selected is because we believe, based on historical groundwater samples and potentiometric maps, we model the surface of the groundwater -- so what you'll see is you'll see a four and a three, and that's feet of groundwater elevation. So we believe that this is the downgradient location. The second location is approximately 20 feet from the center of that square.

So moving onto the next site, which is 993. And what you see here is a shot of the exterior of the former gas station. I'm sure you all recognize that. And what you see here, this area was where they did the excavation removal for the Tank 993-4 which was the former waste oil tank, and an oil-water separator which was -- they were in this area together. And the oil-water separator was connected to the waste oil tank. And then the picture on the left is what's left of the interior of the building. It's been gutted pretty good. And what you may or may not be able to see, but the floor is pretty much all dirt and gravel right now, because there was an excavation or removal action back in 2007 to attempt to deal with the contamination that was created from releases from this waste oil tank. However, there is still contamination inside the building, and that will be addressed later in the presentation.

So like I said, it was a former gas station repair facility. There were three other USTs at this location regular, premium, and that kind of a thing. Those were all high test, yeah. Those were all removed back in, I believe it was prior to 1990, I forget the exact date - oh, no, removed in 1996, sorry, and closed by the Water Board in 1999. However, the 500 gallon waste oil tank was removed July 18, 1990, before the other three tanks were removed. And the associated or connected oil-water separator was removed in 1998. As I said, the waste oil release was identified, and there was a large over excavation in that first area I showed you outside the building, and then they went inside the building in 2007 in an attempt to remove what was the remaining contamination. However, it was not completely successful. And we have a total petroleum hydrocarbon release under the store, so what I'll show you on the south end of the former gas station, there was a convenience store, and what we have left remaining in place is in that convenience store and underneath some footings that separate the repair garage from the convenience store side.

So basically the issue here is that the extent of contamination hasn't been defined, and the long term stability of the TPH plume in groundwater has not been confirmed or demonstrated. And by stability I mean what you would do is collect typically four quarters of groundwater samples, and then you would show, prove with actual analytical data, that the concentrations are stable, meaning that they don't increase and/or hopefully they are decreasing.

So what you see here is actual soil samples. So the numbers just identify the boring locations. And off to the side, some of these will have like an NA meaning that they were not analyzed. And over here this table, if you want to take a look at that and study the numbers, I mean it's just the analytical results. And then if you really want to, you can compare those analytical results to this table up here which shows you the residential and industrial concentrations. And the colors - - so what happens here, so these colors correspond to these residential and industrial concentrations. So, for example, blue is what we want. In an ideal world every one of these points would be blue, meaning that the concentrations are below residential screening levels,

which means that basically you could build your house right here on top of this former gas station property and, in theory, there would be nothing to worry about.

MR. COFFEY: Grow vegetables.

MR. PAULDING: Yeah, you could grow your vegetables and -- you know.

MR. QUIGLEY: Huge, huge vegetables.

MR. PAULDING: However, as you'll see, there are one yellow and, unfortunately, one purple point. So the purple point means that it exceeds even industrial screening standards at that location. And what I was saying before, this is pretty much in that separation foundation wall between the garage, which is in this area, and the former convenience store which is down here in the southern, southern area.

So one other thing is what you'll see, these are the excavations, this hatching. So this is the exterior excavation that was done previous, I forget what year, and then this was the interior excavation which was done in, what, 2007? And the dashed blue line is the inferred TPH plume.

So here on this slide you have the groundwater concentrations. Again, blue is good, and we would like all blue. But, unfortunately, we have another purple meaning that it exceeds industrial screening levels at this southern location.

So this slide here is our proposed samples. And this is our plan, okay, so how are we going to deal with those purple points is basically what this slide is telling us, or what I'm going to tell you is how we're going to deal with these purple points. So what you'll see, you see three highlighted yellow locations; okay? So if you remember, this point right here was purple on the previous slide, and this is where it was a groundwater sample that had a high concentration, exceeding industrial cleanup levels. So the plan is we're going to bracket this point with these two points, these two sample locations. So we're going to go in, we're going to put in a boring here, and we're going to put in a boring here. These are twelve -- essentially they're called points -- soil borings twelve and thirteen. Okay. We're going to collect soil and groundwater from both of these locations. A temporary well will be set up and sampled. And we're hoping, to a certain degree, that those concentrations will come back under industrial cleanup concentrations. And then over here we have Monitoring Well 7 which we're going to install. So we'll also collect soil there, soil samples at that location, but we're going to put in a permanent groundwater monitoring well, and then we're going to come back and we're going to sample Well 7, Well 1, Well 5, I believe, and Well 4. And that's going to give us the data I was talking about earlier to demonstrate that the plume in this location here is stable and/or decreasing. So we'll sample these wells. We have one planned sampling event. And once we get the contract in place we'll be sampling those for a couple more events.

CO-CHAIR HAYES: So could I --

MR. PAULDING: Yes.

CO-CHAIR HAYES: So the -- generally speaking those -- those other wells that you just mentioned are in the north so they're in the -- towards the flow of the groundwater? Doesn't it usually kind of flow northeast?

MR. PAULDING: Oh, sorry. Okay. So if you look here, this is the previous groundwater slide. So if you go back one. To answer your question, what we have here is that you'll see these arrows, so the groundwater flow direction has been demonstrated over the years to vary with

season. Okay. In the winter we see here, like this was January, we had groundwater going in a more easterly direction. And then in late spring or so, in May here, you see it going in the westerly direction. So part of the reason that this well here is going in is because the Water Board -- well, we had -- so the Navy and the Water Board worked together on pulling this plan together. And one of the outstanding questions that needs to be answered is what's happening over here in this direction. So one of the purposes of this well it's to bracket this plume area, and then also to get some more information on groundwater flow. So we have this well, this well, and then these other more northern wells to give us a better idea of groundwater flow.

CO-CHAIR HAYES: And I have one other question. So right now you're just trying to determine, you said, whether that plume is stable, and that's a groundwater plume or it's both soil and groundwater?

MR. PAULDING: Well, the stability issue would be groundwater. But what we want to do is both. We want to show that the soil concentrations at these three locations are -- hopefully non-detect would be an ideal -- would be the best scenario; right? We would sample, analyze the samples, and they would show no contamination at these locations.

CO-CHAIR HAYES: Just by -- just by natural attenuation or --

MR. PAULDING: Exactly. Well, either natural attenuation or we could conclude that these points are outside of the contamination zone and they would have never experienced any contamination.

CO-CHAIR HAYES: Oh, you mean for these outside well things?

MR. PAULDING: Yeah, these outside locations.

CO-CHAIR HAYES: But what are you -- maybe I'm getting ahead of your presentation here. But what you're doing is you're just hoping that over time just something happens, or you're going to try to determine, verify this plume and then do something with the soil and groundwater?

MR. PAULDING: Yes. So you did jump just a little bit. But there's a couple of questions. So the first one. I mean, natural attenuation has been demonstrated, it's a known, I guess, phenomenon kind of a thing. So we will sample the groundwater. And based on the results of the groundwater samples, in an ideal situation we'll be able to demonstrate that natural attenuation is actually occurring at this location. Okay? And the soil samples we're going to use to define this southern area because, like I said, if you remember, we had that purple point here, and we had the purple point here. So we really don't have any analytical data south of this location. So when we go to the Water Board to request closure, we need to be able to show that we have defined the extent of contamination in the soil. So that's what these points will do.

CO-CHAIR HAYES: Right.

MR. PAULDING: So then what we also need to do, we have to also demonstrate that we have defined the extent of contamination in the groundwater plume. Okay? So we're going to collect groundwater samples at these two locations, and then we're also going to collect the groundwater sample here, and then we're going to take a look at that data. So the answer to the question about, "And then are we going to do something?" Is it will depend on the results of the groundwater analysis.

MR. COFFEY: A convoluted way to go about it.

MR. HOLLINGSWORTH: Can I ask you one more question on that? I may be confused. You had -- you had two wells that came up hot --

MR. PAULDING: Yes.

MR. HOLLINGSWORTH: -- if you want to use that -- sometime here in the past. And but -- did you go in and dig that out already and now you're just trying to prove it? Or it is still there, the TPH -- I mean the petroleum products are still there and you're just trying to prove that it hasn't migrated?

MR. PAULDING: Correct, the last part.

MR. HOLLINGSWORTH: Meaning two possibilities?

MR. PAULDING: This is still there. This purple sample is a soil sample that was collected after the excavation was completed. So this concentration is still there, the EX-1, if I can find it here, was what, 12,000 milligrams per kilogram of TPH motor oil. That remains currently. No additional sampling has been done at that location.

MR. HOLLINGSWORTH: Okay. So you originally did the -- or sometime here since 1996 you did the excavation. And now -- but you're still getting positive or you're getting above industrial standard --

MR. PAULDING: Well, this is a one-time sample.

MR. HOLLINGSWORTH: Oh.

MR. PAULDING: So it hasn't been resampled.

MR. HOLLINGSWORTH: Oh.

MR. PAULDING: But what was on the final slide, we can discuss -- I'll just mention it now. I'm sure, as you know, this is in the northern end of the island, and then there's talk about redeveloping this area. So if and when this building is demolished, we may be able to go in there and deal with what's underneath the building.

MR. HOLLINGSWORTH: Okay. Now, I understand what you're saying.

MR. QUIGLEY: Oh, okay. I don't. I got a question on that because you said you went in and you removed the slab inside the building.

MR. COFFEY: That section.

MR. PAULDING: That's correct, we did. But there is a wall here -- well, let me go back to the photo. This wall, so essentially that purple sample is here, it's like right underneath the wall. So we did not -- I mean, this is a weight bearing wall.

MR. COFFEY: So you would've undermined the structure if --

MR. PAULDING: So that's why that location has not been completely excavated. So this building will have to come down before we can remove that soil.

MR. COFFEY: Take a picture, Myrna, that building has to come down.

CO-CHAIR HAYES: That's all we're about around here. Just one more. Take it away.

MR. COFFEY: That building has to come down.

MR. PAULDING: This is a perfectly good building, it does not have to be touched. This here is A225 looking southeast. And what I'm going to be talking about is the former fuel UST that was in this location over in here, south of A225. Okay. So as a former diesel or fuel oil UST at supporting Building A225, it was most likely, what, it was a 200 gallon tank that was removed also on July 18, 1990. Based on soil samples collected at the time of excavation and subsequent we know that there's TPH, benzene, toluene, ethylbenzene, total xylenes in that area. And unfortunately, there is some contamination there, but luckily it doesn't exceed the industrial standards, which I'll show you on the figure in a moment. Luckily though, unlike the last one, we have defined the extent of the contamination, so we're in a better position here, and we have long term stability. So this one, this site is actually, you know what, at least one or two steps further along than 993-4. So we believe at this point that we really don't need to collect any additional samples, we just need to pull together the documentation and forward it onto the Water Board.

So what you're looking at on this figure, again similar to the last one, this is soil samples, and what you see is greens, yellows, and blues. Again, luckily, no purples, purple is bad for us in this scenario. So, but we do have the three yellow dots which indicate that it exceeds residential screening, so you can't build your house here unless we got rid of the soil.

MR. COFFEY: Who'd want to?

MR. QUIGLEY: I still have a question.

MR. PAULDING: Yes.

MR. QUIGLEY: On the gas station.

MR. PAULDING: Okay.

MR. QUIGLEY: Why aren't you tearing down this building to finish the cleanup?

MR. COFFEY: Myrna said no.

MR. PAULDING: I can't answer that question. I don't know why the building was not -- hasn't been torn down, but --

MR. QUIGLEY: Because you're still going to have to clean it up, and in order to do that the building has to come down.

MR. COFFEY: Not necessarily.

MR. PAULDING: That's true, not necessarily. There are other -- I mean there is mechanical ways to remediate things. I mean that sample was collected in -- what was that? -- 2000 -- EX-1 was collected in 2007. We could go back and we could just collect another sample or a series of samples, and we could show perhaps that through natural attenuation the concentrations have decreased. I mean, there are several other options other than demolishing the building. However, excavation tends to be the simplest way to remediate a site. And from what I know, excavation seems to be the number one choice, but it's not the only choice.

CO-CHAIR HAYES: Around here it is.

MR. COFFEY: Oh, Reginald.

CO-CHAIR HAYES: That's so eloquent, persuasive, accurate.

MR. PAULDING: Did that answer your question or no? You're not happy with it, though, huh?

MR. QUIGLEY: Huh-unh.

MR. PAULDING: Okay.

CO-CHAIR HAYES: Wendell, why don't you explain to all of us why aren't you happy about it?

MR. COFFEY: Yeah, here we go.

MR. FARLEY: Should we take our first break?

MR. QUIGLEY: Yeah, take the first break. Well what I'm understanding is the development for the north end of the island cannot start until all this cleanup is done. And if we just keep moving this cleanup on and on, it's going to hold up everything.

CO-CHAIR HAYES: Well, what's going to happen?

MR. QUIGLEY: If anything is to -- well, it still has to be cleaned up, and how long -- I mean, how many years are we going to let this go on?

MR. PAULDING: Well, this won't be years.

CO-CHAIR HAYES: Demolition doesn't take long.

MR. PAULDING: This won't be years, yeah.

MR. HOLLINGSWORTH: Even if they tore it down --

MR. PAULDING: Right.

MR. HOLLINGSWORTH: -- you're going to have to prove that the TPH doesn't exist.

MR. PAULDING: Yes.

MR. COFFEY: But it would be easier to take samples.

MR. HOLLINGSWORTH: No, not necessarily. I don't see how. I mean, I don't --

MR. PAULDING: Well, if we -- if the building is not there, then it would be very easy to get in and do whatever work was deemed necessary to satisfy the Water Board to close this site.

MR. COFFEY: Ooh, it's a new contract for Weston.

CO-CHAIR HAYES: Did you guys have something special about this gas station that I haven't figured out that you want to keep it? Or you just think that demolition is going to take a long time? It doesn't seem to around here. It seems to be an overnight kind of a bash and crash and there you are, rubble.

MR. QUIGLEY: Well, actually the gas station really has no significant value, it's not a notable or anything, as we know. So I'm not -- I just don't understand why we're not -- we know that there's contaminants under it, and they've got to be taken out at some time, why prolong it? Why not just do it and why isn't the Navy doing it? The city don't have the money to do it.

CO-CHAIR HAYES: Well, the city isn't going to do it, this is the Navy. This Reginald dude is the Navy.

MR. QUIGLEY: He ain't going to do it either.

CO-CHAIR HAYES: Well, not him personally, but neither are you. For the right price you probably will. But the city, I'm sure, would -- is actually quite elated. I mean Gil might not appear elated, but I would imagine they are at the thought of yet one more building being torn down by legit than overnight troublemakers up there at the north end. So I would think that this is, is a good thing for all of you, but I don't know. Unless you're just thinking it's going to take more time, delay, delay things, if that's your concern.

MR. QUIGLEY: I just think it's going to delay things, and I think -- if there are known contaminants under this building, under that wall, and we know eventually they're going to tear it down anyway, why not just get it done and get it over with?

MR. RASMUSSEN: But my view on this, Wendell, is that the Navy probably would prefer to wait for someone else to pay for it.

MR. QUIGLEY: True.

MR. RASMUSSEN: And whoever that may be is probably going to be whoever is going to take over the north end of the island, if there is anyone to do that --

MR. COFFEY: Some day.

MR. RASMUSSEN: -- in the reasonable future.

CO-CHAIR HAYES: Well, that's not -- I mean you guys, you guys, that's -- this is something we were talking about at the nomination committee. Our job here at the Restoration Advisory Board isn't to have a long conversation anyway about potential reuse and what that -- and who's going to do what to whom for what reason. What we really are here to talk about is the environmental cleanup and how it can be done the best that it can be. And if it takes a long time because it's a shortage of money, then you go hammer your good representatives and ask for them to send more money to the Navy. And if it's a technological challenge, then we just have to accept that and work along as best we can. I would say that the Navy would be irresponsible if they went in and just, oh, let's just tear this building down -- because it is costly to tear a building down, from what I understand -- without proving that it needed to be done. And so I think the presentation, if I'm reading it right tonight, is that you're saying, well, with the numbers that we last had here, and the inaccessibility of this site with the foundation as it is, we either have to take the building down or it would fall down while we were trying to get the contaminants out from underneath it.

MR. PAULDING: Right. Yes. You are correct.

CO-CHAIR HAYES: So it's not like the Navy really wants to take the building down or not take the building down for the city for the future reuse, it is what is the most expedient -- but I would say at the same time that I imagine that you have a certain accountability to us, as the American people, to not just willy nilly take down a building if there was some other way that it could be remediated. And it might not be quicker to do it that way either. That's the problem with this natural attenuation deal. You've got -- people want to get that property fast because they might do something with it. And so it takes a little longer sometimes to do it that way unless you juice it up with some of your magic, you know, molasses or whatever. But anyway, okay, I've gone on long enough.

But I guess we just need to set aside, we know for a fact that the city isn't going to have the money to do whatever it is that they want to do, but it's only the Navy's responsibility to do the environmental cleanup and then leave it to the rest of us to go forward in life.

MR. PAULDING: Okay. I think that was a good discussion. Tony was listening in the back over there too.

MR. HOLLINGSWORTH: I notice he didn't throw out any money.

MR. PAULDING: All right. So back to A225. But luckily this -- we're almost done, this is the last site. So we talked about the soil, and now we're onto the groundwater. And as I'm sure you notice on this figure, there's only blue, which is great. Which means that we're all below residential screening levels for the groundwater at this location, and everybody is happy.

Okay. So path forward which is, I mean we just talked, we just had a pretty good discussion about path forward at 993-4 so I'll skip that one, and I'll talk about A226S. Okay. So at that location, what we're going to do there, as I told you, we have the two borings, we're going to collect soil and groundwater samples, and then we're going to analyze the data. And once we get the data back from the lab, we'll take a good look at it, and hopefully it will fall below -- at a minimum it will fall below the industrial screening standard. And in an ideal world it will be below residential; right? And if that's the case, then we'll be writing a closure report immediately and sending it directly to the Water Board. If that's not the case, then we'll have to regroup; right? And we'll have to go back and take a look at the -- collecting more samples and looking at our different remediation options.

At A225 we're not proposing to collect anymore samples, right, because I said the groundwater is essentially below all screening cleanup goals, and we had the three soil points, but they have been defined -- the extent of contamination has been well defined at A225. And what we're going to do is, since that's in that former manufacturing area, and that area has lots of known issues beyond petroleum, the idea is that we're going to lump one more in as a deed notification. So the petroleum at A225 will be identified in the deed.

And, yes, and in 993-4 it's to be determined essentially how we're going to -- what we're going to do there is -- will be worked out over more, you know, excited conversations. So does anyone have any more questions?

CO-CHAIR HAYES: I have one question regarding that 225 and close with petroleum deed notifications. Janet, you are the representative from DTSC, that property will be granted through the state to the city, and what do you tell the State Lands Commission regarding this type of deed notification? I mean, obviously we'll have a munitions deed restriction on that property too but, you know, how do you advise the state on something like this?

MS. NAITO: Most likely we will have a land use covenant with environmental restrictions. So the site would be restricted so you couldn't develop it for sensitive land uses, so that you would only develop it for commercial industrial purposes so that we won't have people building homes on it.

CO-CHAIR HAYES: Well, you won't anyway because it's public trust land.

MS. NAITO: Right.

CO-CHAIR HAYES: But why would you --

MS. NAITO: Within that document there would also be notifications of the contaminants that are present.

CO-CHAIR HAYES: But what if these are below residential screening levels?

MS. NAITO: We wouldn't include information about chemicals that were below residential screening levels, but it did have --

CO-CHAIR HAYES: But I thought the site was --

MS. NAITO: -- he has three soil points.

MR. PAULDING: These three soil samples here identify soil samples that were exceeding --

MR. COFFEY: Residential cleanup goals.

MS. NAITO: Residential cleanup goals.

MR. PAULDING: Right. Exactly. But below industrial cleanup goals.

MS. NAITO: So that's the reason for the notification.

CO-CHAIR HAYES: Well, why wouldn't that property -- it looks to me like in that photo that that property is very close to the river. Why wouldn't you be considering -- am I right about that?

MR. PAULDING: Yes, you are.

CO-CHAIR HAYES: Wherever the darn thing is.

MR. COFFEY: And it's open ground.

CO-CHAIR HAYES: It's wetland. Why wouldn't you be talking about the impacts to natural resources? Why would you be going with it being suitable because it's under industrial? Isn't there some other category?

MS. NAITO: Unfortunately I can't answer that question because this is actually under the Water Board's oversight.

MR. PAULDING: But we do, just to hopefully let you sleep a little better tonight, we do have this wall here of soil samples that shows that beyond -- I mean what we have -- so beyond this immediate tank area, the green is non-detect. So we've gone in here and we've collected soil samples, and then we have soil and groundwater at this point that shows that the contamination has not gone beyond, you know, the immediate UST area. So the river and the wetland area which is denoted by this green hatching, is in a good condition unaffected.

CO-CHAIR HAYES: Why wouldn't you be -- I mean, you must know what conversations you've been having with the regional board. Are they concerned about this as a potential source for natural resources? And are they asking you to do any kind of remediation at that site?

MR. PAULDING: We have not been, the Navy has not been asked to do any additional work at this location.

CO-CHAIR HAYES: Seems like you could put some of that bioremediation juice or whatever in there and get it all to go away and then it would be a lot better. But, well, without a Water Board representative I guess we'll never know that answer, hmmm?

MR. COFFEY: Reginald, I've got one question for you. On 266 we're looking at all the other pictures with, you know, purple and yellow dots all over the place as far as where things have actually been tested, and here you have two.

MR. PAULDING: Nothing has -- that's part of the issue. We have not collected any soil or groundwater samples at this location.

MR. COFFEY: Right. So you're going to start with two?

MR. PAULDING: Yes. We're going to start with the theoretical, you know, target, that's what this box is, and then we're going to step out downgradient 20 feet from the theoretical, you know, UST location.

MR. COFFEY: So they're guessing where the tank might be, and you're guessing where the groundwater might go, and you're going to do two little tests --

MR. PAULDING: Okay.

MR. COFFEY: -- to guess on areas that are tested, you're going to do two little guesses.

MR. PAULDING: It's an educated guess.

MR. COFFEY: Well, yes, but it's still a guess. And you're going to do two?

MR. PAULDING: Well, you gotta --

MR. HOLLINGSWORTH: He's got to start somewhere.

MR. PAULDING: You gotta start somewhere.

MR. COFFEY: Okay. So you're guessing about the -- well, and educated guess on where these locations are.

MR. PAULDING: Right.

MR. COFFEY: And you're going to do two tests, and supposedly they both come up negative, so we're all going to say it's good?

MR. PAULDING: That would -- that's where it's headed right now.

CO-CHAIR LEAR: We have not found any evidence that that tank actually existed is the problem. And with all the records and history that we've presented to the agencies, they still want us to take some samples to confirm that there's nothing there.

MR. PAULDING: So you --

CO-CHAIR LEAR: So we're going to start with two, because we don't believe it was ever there.

MR. PAULDING: It's -- proving a negative is a very difficult position to ever --

MR. COFFEY: Still it just seems to me if you're talking about an underground storage tank, that even if it is was a possibility, and you're not even sure that it was there because you only have one record that says that it was even there, just to do two small samples based on theoretical placement is pretty minimal. I mean, it doesn't seem to me like a wholehearted effort to really look to see whether it's there.

CO-CHAIR LEAR: Well, we know the tank isn't there. It might have been there, you know. If it was ever there, it's not there any longer. I don't think it would be appropriate for us to go out

there and Swiss cheese the area at this point until we find additional evidence that there was something there. So we're going to start with two and we'll go from there, and then we can have further discussions on it.

CO-CHAIR HAYES: I think maybe Mike's point just is that what kind of -- what level of confidence do we have or he have or you have or the Water Board that two samples would capture a good picture of, you know, would make a good case for a negative, you know, proving that it wasn't there?

CO-CHAIR LEAR: Yeah, that is the difficulty with this kind of a situation, proving the negative. If you don't know where the tank was, because you don't think it was ever there, and you have one map, the placement, how many would be enough to prove the negative? And where would you put those? So, like I said, we're going to start with two based on our --

MR. PAULDING: Well, what I will say is that, I mean, we did give, I mean, that very issue some consideration, and we worked -- I mean, we did work this plan out. What I'm showing you tonight was worked out in conjunction with the Water Board. So it wasn't done, you know, just the Navy. And based on that collaboration, I mean, we felt that this was a good plan. I won't say it's the best, but it's a very good plan, it was well thought out, and we gave consideration to how much is enough. Anybody else?

MR. COFFEY: Giants two to nothing, top of the eighth.

MR. PAULDING: Good score, I like it.

CO-CHAIR HAYES: Yeah. Thank you.

CO-CHAIR LEAR: Administrative business.

MR. PAULDING: All right. Thank you.

CO-CHAIR LEAR: Thanks, Reginald. So our next presentation is Crane Test Area Remediation Status Update by Mr. Neal Siler.

### **III. PRESENTATION: *Crane Test Area Remediation Status Update* Presentation by Mr. Neal Siler (Lennar Mare Island)**

MR. SILER: Okay. The last time we talked about the Crane Test Area, I made a presentation to the RAB was back in July of 2009. And what we did was we gave the RAB a preview of the Feasibility Study/ Remedial Action Pplan that was going to be presented to the public, and that took place in September. Since that time we've gone through the Remedial Design Work Plan, had that approved, and we've actually implemented remediation at the Crane Test Area, and that's what I'm going to talk about tonight.

So how I'm going to do this, I'm going to give you a description of the Crane Test Area, go back over some of the old data, just give you an idea of the setting, the constituents of concern. I'm going to talk about the approved remedy. I'm going to talk about the implementation so far of that approved remedy. And then I'll have any questions or discussions anybody would like to have after that.

So if you remember correctly, the Crane Test Area is Investigation Area B-1. At one point it was part of Investigation Area B, but because of different development pressures it was broken out into Investigation Area B.1, which is the Crane Test Area, and Investigation Area B.2, which resides to the east of it. You can see it there. It's kind of off by itself in the northwestern portion

of the main portion of the Eastern Early Transfer Parcel. It covers an area of about six acres. And it has a long and storied history. Between 1925 and 1942 this area actually was filled in by the Navy. It wasn't part of the original island. And from 1944 to the 1990's it was used for various purposes including a vehicle storage area, a former classification yard, lumber storage area. The reason it got its name, a small portion is the Crane Test Area. And then the future use of this site is for a commercial application. So you can see by the different colors in the map which areas relate to the different uses. That will give you an idea of the history and the operations of the site.

Now, prior to remediation of the site it basically just looked like an open field. You had a lot of areas that were covered with concrete, asphalt, gravel. You had a number of open areas that were just covered with dirt and vegetation. You had two access points, one from Azuar Drive and one from Dump Road or A Street that ran along in an east-west direction at the site. Now, the reason that we needed to do something at this site was due to the historical operations, and the fact that constituents of concern, above regulatory agency screening or cleanup levels, existed at the site.

So you can see here we have a little bit of a potpourri of issues at the site that's part of the Eastern Early Transfer Parcel cake mix for constituents of concern. We've got metals, lead, and arsenic. We've got petroleum products and associated products, polynuclear aromatic hydrocarbons, in this case benzo(a)pyrene. We also had some constituents in the soil vapor. We had some chlorinated volatile organic compounds. And we actually, interestingly enough, although we never really found gasoline in the soil at levels of agency concern, we found it in the soil vapor at levels of regulatory agency concern. And you can see that the cleanup goal is 29,000 micrograms per cubic meter of air. And we found petroleum hydrocarbons as gasoline in the soil vapor as high as 770,000 micrograms per cubic meter of air.

Now, the next three slides kind of show you the distribution of these constituents of concern on the property. You can see here concentrations in soil in the black, blue in groundwater. Now, as you saw from the previous slide, these really aren't that high. You saw gasoline, maybe we saw about, I think about, 1,800 [milligrams per kilogram] in a couple of places. We had diesel at a few thousand milligrams per kilogram. And also motor oil at the highest concentration was a thousand milligram per kilogram. And we have a cleanup goal of 5,000 [milligrams per kilogram]. But the issue was, as we started looking at the site and started putting in different soil borings and wells, you can see there's kind of a pinkish or reddish haze to some of these borings or sample location points down here, they contained free phase, separate phase petroleum hydrocarbons. Basically it's a much heavier product like diesel, motor oil, or something like Bunker C fuel.

Now, moving along to the other constituent of concern, the lead. The highest concentration was 57,000 milligrams per kilogram. And that was a sample right here, which is very close to the former Crane Test Area pad. It's about a depth of about 1.5 feet below ground surface. And other areas around the site, you can see in the red, that those were the areas that were above the concentrations of regulatory agency concern.

And then the last constituent that we wanted to look at or constituents in the media was in soil vapor. And you can see these red dots all around here. We had a lot of gasoline in the soil vapor in this area. We also had some of those chlorinated volatile organic compounds down here. We had trichloroethylene, vinyl chloride, and 1,1,1,2- trichloroethane down in this area. And up in

this area we also found gasoline in the soil gas in there, but we didn't find any chlorinated volatile organic compounds. So that kind of sets the table of what we really wanted to look at and remediate at this site.

So the approved remedy. As you can see here, we were going to excavate impacted shallow soils in a number of different areas. If you go to the next slide you can take a look at some of these areas, if you want to look along in your packet there. We have separate phase petroleum hydrocarbons in the southwestern portion of the Crane Test Area. We had separate phase hydrocarbons in existing utility corridors that were along the southwestern and eastern portion of the Crane Test Area. And then we had these areas containing soil vapor concentrations, both as gasoline and chlorinated volatile organic compounds, in the soil gas along the southwestern portion and the central northeastern portion. And I apologize for one thing on this slide, there is a spelling error, mea culpa, I didn't check it, my quality control is lacking this afternoon. So I don't expect anyone to go out and collect any vapor samples of the sun, so that's what sol means right there, so it didn't pick it up, but that should be soil just so everybody knows.

Now, we also excavated soil and debris from the site. Some of that soil we actually, in a combined remediation effort with the Navy, Weston, CH2M Hill, and Lennar Mare Island, we actually dug up a lot of these free phase petroleum hydrocarbons and actually placed them in the IA-H1 Containment Area. Other soils that we had from the eastern portion, those have actually gone off-site. Some of those soils actually had to be treated before they could be placed in a landfill as necessary. See here. And then on top of that, after we excavated out those areas, backfilled them with clean soils, we actually constructed a three foot engineered soil cap over the eastern portion of the area. We backfilled the southwestern portion of it. We constructed clean utility corridors, or paved the way for construction of those corridors where we had access for both dry and wet utilities for future development. And then we are going to institute a post remedial soil vapor monitoring program as necessary. And then have institutional controls. And because this area is going to be used for a commercial industrial purpose, we're going to have that typical prohibition on sensitive uses; residences, hospitals, daycare centers, schools for people under eighteen years of age.

Because we have a cap, we have to manage that cap. We have to make sure that anything that we place on the site does not compromise that cap on the eastern portion of the property so that its function and integrity is not compromised. We don't want to disturb anything below the demarcation layer without prior regulatory agency approval. There are some notifications in there, and we're going to be implementing an operation and maintenance plan, including annual inspections and a five year review of the remedy as we move along to the future.

Now, the next slides I'm going to show you just so you get it right here. This is the map of the area. This is the southwestern portion where we had the separate phase petroleum hydrocarbon. That was all removed in a joint effort between the Navy, Weston, CH2M Hill, and Lennar Mare Island. There are two utility corridors. This one right here you'll see a photo of it, it's 200 feet long by 20 feet wide by twelve feet deep. We also proposed another utility corridor down here. But because we removed all this material down here down to a maximum depth of around thirteen to fourteen feet in some areas, we don't need this utility corridor because this area is clean. And that's another thing that you should realize is that the institutional controls on the site, for this area of the property you only have that sensitive use institutional control, but for this area you have the added institutional control of management of the cap, and operation and maintenance of it once it's in place.

In addition, you can see some of these areas here where we have these existing utilities that went up into the north here. These are both dry and wet. They had free phase petroleum hydrocarbons inside them, so we had to remove those. Those have all been removed. And then these areas here, these four little boxes, those are the areas that were delineated where we had the issue with the gasoline as soil vapor, and we wanted to take that material out and make sure that there wouldn't be any issue with soil vapor if we decided to put something on that portion of the property in the future.

So now, the next slides are going to show you what we've been doing since we had that remedy approved, and where we're going with it. This is the excavation that took place for the separate phase petroleum hydrocarbons in the southeastern portion of the parcel. This is an area of about two acres. I mentioned this entire parcel is about six acres. This is about two acres right here. You can see this is the area, and you can see an excavator back here after it has actually been remediated. So once that was completed, it was backfilled, brought up to grade and hydroseeded.

But then there was always this competition, we didn't know which was going to come first, we were going to be able to get the Petroleum Corrective Action Plan approved for the southwestern portion of the property that was also done in conjunction with some work that the Navy did on the Defense Reutilization and Marketing Office area to the south, and some work we also did along Azuar Drive on both sides of our property. So there was always this uncertainty as which would happen first, the Petroleum Corrective Action Plan, or PCAP, or we would get to the finish line on the approved remedy for the Crane Test Area. Now, one of the things that dropped out of the approved remedy because it wasn't necessary after we got to a point to final size, was if this cap had gone in first, and this free phase petroleum hydrocarbon had stayed in place, we needed to have some sort of a barrier here preventing that free phase petroleum hydrocarbon from actually migrating onto this area where we would have the cap and the Crane Test Area. But since we got this done we didn't need that lateral barrier any longer. So that was done first.

So the other thing where we had major excavations were these soil vapor gasoline excavation areas. You can see one right here. This one goes about six to eight feet deep. It's in the north central portion of the property. There's the excavator removing the material right there. Now, one of the things we were able to do with this material was actually run it through a number of sifters, and if it met certain criteria we were able to reuse the material as backfill. So what we had to do was run it through these sifters. This is some of the material right here. Then we tested it for petroleum hydrocarbons. And if it met the cleanup criteria we were able to reuse it as backfill into the excavation. We were able to use about 10,200 tons of this material, and we imported some -- about 4,700 tons of material out of the total 15,000 tons of material excavated for reuse as backfill in this area.

CO-CHAIR HAYES: Neal.

MR. SILER: Myrna.

CO-CHAIR HAYES: What's the point of the sifting?

MR. SILER: The sifting, if you look in this area here, there's a lot of large metal debris and you'll see it in the subsequent slide. We had to get that debris out of there. So we made sure and sifted it a number of times through like a two inch sifter here. And we had to make sure that we removed all that lead material and make sure and test this for petroleum hydrocarbons.

CO-CHAIR HAYES: What's that guy doing in that picture?

MR. SILER: What that guy is doing there in that picture is he is actually in one of these edges of the excavation taking a soil sample --

CO-CHAIR HAYES: Taking a deep breath.

MR. SILER: Yeah, exactly. Well, you can see he's got a respirator on. And then also what he's doing here is he's testing for gasoline so he has an encore sampler which is a very small sampling device that you use when you have a volatile component that you want to test for so that it traps that volatile component inside the sample container itself.

CO-CHAIR HAYES: Is that rainwater or groundwater?

MR. SILER: I think that's actually groundwater. This was done probably in August, September before it started raining.

The next thing we did is the construction of the clean utility corridors. And this is this utility corridor right here. It's about 200 feet long, about 20 feet wide, and about twelve feet deep. You can see it's lined here, so if you need to put in any kind of utilities through here is that you'll know where the edge is and know you were outside of the boundary of that. And then if you look at the material that we transported off the site, we've transported quite a bit of material off the site as both California hazardous waste, direct RCRA -- or Resource Conservation and Recovery Act waste, and also as stabilized RCRA waste. About 2,600 tons of California hazardous waste has been removed from the site. About 2,100 tons of RCRA direct waste. And then about 8,000 tons of RCRA stabilized waste has been taken off-site and taken to various class one landfills or hazardous waste landfills in the western United States.

Now, one of the things that we always strive to do also is recycle materials. One of the first things they had to do before they actually started the implementation of the remedial action program at the site, they had to prepare the site. There was concrete I mentioned on there. There was some asphalt on there. They've taken that concrete and asphalt and actually recycled it. There's about 200 tons of concrete that we recycled, about 600 tons of asphalt that we recycled, and about 120 tons of metal that's gone down to Alco Metal and Recycling. And you can see -- if you look at some of these pictures, you can see these pieces of metal in here, and you can see kind of what this waste looks like. And that's the reasons why we want to sieve it, because we have these large pieces of metal in here, and take these out and dispose them as we need to and recycle them as appropriate.

And one of the last things we're doing, we started this last month, we are planning on being completed for it early next month, is we put a cap in over the entire eastern portion of the site. We're about 95 percent complete with that cap on the northern portion of the site, which is probably this area up in here. They're going to be working in this southern portion of the site over the next few weeks. You can see this geofabric right here. That's the demarcation barrier. There's actually three feet of soil that actually gets on top of that demarcation barrier. That tells you that that's the point where you can't breach the cap any longer. So that's our demarcation line right there.

One of the last things we're doing is actually putting in infrastructure. And again, this photo right here shows placement of a utility box for a joint utility trench that's going in along Azuar Drive. This is actually right in front of that utility corridor that we've actually excavated within the site. So we're doing this work in conjunction with Weston and the Navy. We're going to go

from here down to the intersection of Dump Road and Azuar Drive, and the Navy is actually -- and Weston is actually doing a similar project coming up this side, and then we're actually going to have them meet here and we're going to drive the golden spike once that occurs.

The other thing that we're doing, we're putting in wet utilities, you can see them right here. We're replacing a water line that they had to take out to prepare the area and put the cap down, so they're replacing that right there. And once the cap is in, we will put a fence back around the site, and we're actually going to hydroseed the site and drain it so that it drains in a certain direction so we can capture that flow as it goes off the site. So that's the end of my presentation as to where we are.

There are a few more things we have to do. We're going to have to obviously do the soil vapor monitoring. That won't occur until we get favorable conditions with the weather. But we hope to have that started in the next few months and completed shortly after that as we move along into the future. So if anybody has any questions, I'd be glad to answer them. I think this gentleman right back here has a couple of questions for me. I put another one to sleep.

CO-CHAIR HAYES: Yeah, it's hard to follow him. When you say commercial industrial reuse, kind of what are you thinking there? I mean, I would think that you have a bit of a glut of industrial use property as it is without much obvious movement on it, so --

MR. SILER: Actually, this facility is -- the goal here was to get some type of commercial facility in here. And whether that would be some sort of an office building or some sort of a commercial endeavor, that's what we're looking for at this site. I don't think we're looking for any kind of hard industrial like we would have down by Building 680 or Buildings 386, 88, 390, some of the much harder industrial uses, but we're looking for some sort of commercial use in this area.

CO-CHAIR HAYES: Okay. Because I thought I heard you say commercial-industrial, but now I see just the word commercial on your presentation, so -- all right. Thank you.

MR. COFFEY: Neal, you said that early on this site was fill. Was it a wetland fill?

MR. SILER: You know, that I couldn't tell you off the top of my head. I know it was basically, you know, part of the western shoreline, and as they accreted dredge materials and other dredge materials that they had that they didn't need anymore, they just basically kind of put it into this area. Now, we've looked at a number of photos, and I know that we've had a discussion here before about it was like just the regular dredge materials that came out of the dredge lines on there, and it didn't appear to be that as we look in the photos. If you look in some of the photos we have, it looks like they just took material and dumped it out there. And you can see a lot of loaders grading it back and forth. So whether this is the typical thing that we're used to as you accrete out to the western margin. It doesn't appear to in any of the evidentiary photographs that we can find.

MR. COFFEY: What about all the stuff that you dug up, I mean all the junk and material that was in there?

MR. SILER: That makes me look, I mean it's not like the dredge material.

MR. COFFEY: It is more like a garbage dump.

MR. SILER: Because you've got like -- let's take a look. I mean, you've got anything from, you know, crushed file cabinets to a lot of wire and cable that's in there. You've got, you know, just a

lot -- you've got anything from spoons, somebody, you know, picked up a spoon the other day I noticed, and we told 'em, you know, if they could get a complete set, you know, they could clean it and take it home with them, you know. That was one way to, you know, extra compensation.

MR. COFFEY: This is not uncommon for this island, you know, we've seen this kind of fill all the time.

MR. SILER: Yeah, and you do see it in a lot of different areas.

CO-CHAIR HAYES: Well, and, you know, every photo I've ever seen of an early dredge pond or area that was intended for future development, they do just put all the junk there, and that kind of makes a good place for dredge material to kind of slither in around. So --

MR. SILER: Could be.

CO-CHAIR HAYES: At least at 505 I'm remembering that, and a couple of other places on the south shore. Very clearly construction debris kind of helped do the fill.

MR. GEMAR: And in some 1930s maps of the shipyard, that corner is labeled the dumps. And there's some aerial photos that it was the dump in the 1930s before they moved out to H1.

CO-CHAIR HAYES: The beginning of Dump Road.

MR. GEMAR: Yeah, literally.

MR. SILER: If there's no other questions? Thank you very much.

CO-CHAIR LEAR: Thanks, Neal. Okay. This brings us to our first public comment period.

(No response.)

CO-CHAIR LEAR: Okay. How about our ten minute break?

(Thereupon there was a brief recess.)

#### **IV. ADMINISTRATIVE BUSINESS (Myrna Hayes and Janet Lear)**

CO-CHAIR LEAR: Okay. Time to get started again. So it's time for administrative business. So if anyone has any comments on the meeting minutes from the last meeting, please get those to Myrna or myself so we can finalize those. And we also have a membership application that Myrna is going to lead the discussion on.

CO-CHAIR HAYES: Hi. Every now and then we get a new applicant to the Restoration Advisory Board, which is always wonderful. I was selected, as Paula was, for the original Restoration Advisory Board out of 65 community applicants. There were eighteen of us selected, and you can see we've dwindled slightly since then. No fault of mine, it's just been a long process. It's been sixteen and a half -- more than sixteen and a half years that we've been working on this, going on this journey together. So we've received a membership application from Miguel Buchwald who's here this evening. And our nomination committee met beforehand; and that would be Carolyn d'Almeida from the U.S. EPA, Janet Lear, our BEC or Navy co-chair, myself, and Mike Coffey. And we'd like to make a nomination to -- the community members of the RAB are the ones who vote on the nominations. And Mike, you want to submit -- I know you wanted to make a comment or just kind of a remark from -- on behalf of at least the community members of the nominating committee, maybe all of us.

MR. COFFEY: It's always an issue every single time somebody applies for the RAB that we make it perfectly clear -- a couple of things perfectly clear. That this is an environmental issue, it's not a reuse and what the future of the island is going to be and who's going to be here. And we're here for the environmental aspects of the island, and to oversee that work. And also that we are trying to make it clear that there are no political axes to grind, and no hidden agendas. So with that, that's the only things that we always try and make clear to everybody who applies to the RAB that we're here for one mission and one mission only.

CO-CHAIR HAYES: Thanks. So on that note, Miguel, did you want to say anything, or you want to wait until we've taken our vote? The nomination committee does recommend that Miguel be --

MR. COFFEY: Accepted.

CO-CHAIR HAYES: -- accepted onto the Restoration Advisory Board. And since there are one, two, three, four of us community members, I guess we'll do either a show of hands or a yay. (YAYS.)

CO-CHAIR HAYES: Yay for Miguel. All right, four unanimously accepted. So maybe now you can slip in next to one of us here and at least introduce yourself and let us know, as you did on your application, Miguel, why you would like to be a part of the Restoration Advisory Board.

MR. FARLEY: Sit on this side, this is the good side.

MR. COFFEY: This is the side that always seems to dwindle the most. Everybody disappears over here.

CO-CHAIR HAYES: Give him a microphone if you would, Michael. That has nothing to do with you sitting on this side, does it?

MR. COFFEY: Microphones are very important. Myrna always says no microphone, no talking.

MR. BUCHWALD: No microphone, no talking. Anyhow, I appreciate being accepted as part of this group. Very quickly, I don't want to spend a lot of your time listening to me. But my wife and I came back to the states sometime in the last fifteen months or so. We've been in South Africa for ten years, and probably would have stayed there if my daughter hadn't had twins that needed help. So, you know, we ended up here in Mare Island, and are very happy to be here. And, you know, I've been coming to these meetings because I'm interested in what's happening, you know, with the island. I've done a few things, you know, private in nature. One of them is building a website about Mare Island, it's the [MareIslanddirectory.com](http://MareIslanddirectory.com) where we have all kinds of information about the island, including the calendar which has these meetings in it. And, you know, so we are interested in the future of the island and making sure that it's livable. Anyhow, if anybody has any questions or wants any -- we can talk off-line. But thank you very much.

CO-CHAIR HAYES: Thank you. Welcome.

MR. BUCHWALD: Thank you.

## **V. FOCUS GROUP REPORTS**

CO-CHAIR LEAR: Okay. Now, it's time for the focus group reports. Community report.

MR. COFFEY: What do you got to report, Wendell?

**a) Community (Wendell Quigley)**

MR. QUIGLEY: People are interested in knowing about the old jail and the toxins underneath it, what's going to happen with it. Can we get some kind of an update? Because now we're getting 'em, you know, popping up all over the island.

CO-CHAIR HAYES: Jails?

MR. QUIGLEY: Well, no, no, I'm sorry, not jails, but we got, you know, we got the jail down here that, you know, they're talking about tearing down part of the building now and making it open space, and we haven't heard anything about that. And now we've got that dirty spot there. And then we've got some dirty spots now at the north end of the island. So it's going to be a while before everything is cleaned up, and we'd just kind of like an update if we can get one.

CO-CHAIR LEAR: Okay. I will talk to Neal and put him on notice. Okay. So we have then --

MR. QUIGLEY: Let me ask --

CO-CHAIR LEAR: I'm sorry.

MR. QUIGLEY: I'm sorry. Let me ask Neal a question, this isn't about that. But the roadway in front of the jail there, they have now capped it, topped it, put the last portion on of the roadway there.

MR. SILER: The final lift?

MR. QUIGLEY: Yeah, the final lift. Why did they do that? I thought the agreement was that they were going to wait until after all the construction was done so that the trucks couldn't ruin it?

MR. SILER: I think the problem was -- if you didn't have the final lift, you would have a problem of ruining the lower subgrade. So they needed to get the final lift on and bring all the infrastructure up, like all the collars around the sanitary sewers, so they didn't ruin that subgrade. So, you know, once they go to development, they're going to have to work around it.

MR. QUIGLEY: Okay.

**b) City Report (Gil Hollingsworth)**

CO-CHAIR LEAR: Okay. City report.

MR. HOLLINGSWORTH: We have nothing to report.

CO-CHAIR LEAR: Lennar update.

**c) Lennar Update (Steve Farley)**

MR. FARLEY: Okay. I have a normal eleven by seventeen handout. I'm going to start with the photos like we normally do. You'll see some similar photos here to what Neal showed, and I wanted to include these for a couple of reasons. One is if you look in the upper right you get a real sense for the magnitude of the new utilities that are going in. You're looking, in the right-hand side of the photo is the center line of Azuar Drive, that's not the western edge of it, that's the center line of Azuar Drive. So the utilities are going in. If you look on the far right -- or excuse me -- the far left of that, you can see the railroad tracks still remain in place. So there was a great deal of care taken to make sure that those tracks remained in place. In the lower -- or on the left side in the lower left, one of the things I'd like to point out there is you can see the

demarcation layer that Neal talked about. If you look at the high mound that's in the background, that's not the cap, that's actually a stockpile of clean dirt. So I point that out because I want to make sure folks don't get the wrong impression that the cap is going to be that high. The cap is going to be a very gentle slope, enough to be protective and to accommodate runoff and that sort of thing. But the cap is nowhere near that elevation. So just to point that out. And then in the upper left, some of the soil that's being hauled off-site. I'm sure everybody has seen the trucks running around. And one of the other reasons I wanted to include these photos tonight is just to make sure everybody's aware of what's going on. The utilities are going in on the left-hand side of the road or the -- actually the west side of the road. A lot of trucks moving around. I'm sure you've seen all of the traffic controls and the flagmen and the cones, taking a great deal of care to make sure that nobody is negatively impacted above and beyond just some delays in getting off the island. Neal also talked about some of the screening that was done. There is a lot of debris. If you look in the upper left corner there you can actually see some pipes that are in that material. That probably didn't go through the screen, that material simply was removed, and the dirt that's being hauled off probably went through the screen once or twice and didn't pass the characterization steps, and so has been hauled off-site.

If we look at the main body of the map, there's a number of sites that are shown there. I think the most important thing to understand or to share with the RAB is that in the upper left portion of the map, up by IR-03, IR-07/20, which are the Installation Restoration Sites, a lot of those sites are undergoing groundwater monitoring. The soils have been cleaned up, the work that's going on right now is basically related to groundwater monitoring. In some cases the monitoring is ongoing, in other places or in other cases the monitoring is complete. We've not only completed the scope that we said we would, but the data looked like they were suitable for closure, so we're now requesting closure from the agencies.

Some of those reports are in progress, some are being prepared, some the agencies have. IR-15 which is in the center of the map, that's probably one of the next large sites with a lot of work coming up. It's a different kind of site than the work that's been occurring at the Crane Test Area. IR-15 is primarily a groundwater and a localized soil problem. So as that progresses I'm sure we'd be happy to give some updates to the RAB on that.

The other thing that I'd like to emphasize here is that when we get through the end or near the end of the cleanups and we're ready to request closure, one of the last sets of reports that are written are documents that are called implementation reports. And the implementation reports are those documents that document all the activities that occurred, all the work that was done, all the cleanup levels that were achieved. And those are actually the documents that we submit to the agencies for -- essentially for concurrence on the completion of the work. And there's a couple of different types of implementation reports. In some cases we'll prepare a relatively small one for a subset of an investigation area. We're preparing some of those for some underground storage tank sites. But perhaps the most important things is that if you look at the colors in the map, you'll see that there's a series from yellow to brown, green, blue. We're all moving towards the blue which are sites that are either closed or pending. And right now, if you follow along with H-2 -- you see IA-H2? -- there's an implementation report that's in process there. IA B.2-1, just to the right of the Crane Test Area, implementation report there. One for B.2-2. The one for C3. And one for the Triangle Area. So all of those sites are getting to the step where we're going to be requesting closure. Now, there's some -- there's some pieces and parts that still have to fit in those documents, but the point I'm trying to make is that a lot of the

work is done. The other two sites, the other document that's prepared is a remedial plan, and that's the document that identifies what work will be done. And two of the main documents there are the IA-C1 report and the C-2 RAP. And so those are also in various stages of preparation. In some cases responding to agency comments, and in other places going through internal review. So if I were to leave you with a message tonight, there's a lot of work still going on, but we're moving very quickly towards writing the implementation reports. And with some things that still need to be taken care of, but we're very much in the latter phases of the work. In general, we're no longer at the large scale characterization that we've done for a number of years, and we're moving hopefully towards the finish line. And I think Neal has a couple of things that he'd like to talk about here and I'll turn it over to Neal.

MR. SILER: Okay. Thank you, Steve. I wanted to apprise the RAB of an incident that happened in the last few days, and then also about some upcoming work. And I just want to use this map, it fits real well into my topic.

CO-CHAIR HAYES: Can you use the microphone?

MR. SILER: I will, just one second, I'll get the microphone. It is a little hard to hold this up and use the microphone at the same time. This area right here is the southeastern corner of the Crane Test Area. And while CH2M Hill --

CO-CHAIR LEAR: I'll hold the map.

MR. SILER: Thank you very much. You can be my Vanna White.

MR. COFFEY: Where's the hand action?

MR. SILER: In this area right down here there's a lot of utilities, and they actually came across a water valve that nobody knew was there. And when they did that, they actually came across a object that looked like it could potentially be MEC. And so when that happens, there's a protocol that goes out. We notify the Navy. The Navy helps us out in looking at this information. They talk to Weston. We also notify the City of Vallejo Police Department, the fire department, and then they actually notify the Travis Air Force Base EOD team. So if you noticed on the day before yesterday in the morning we actually changed the route around that area to not be able for trucks or any traffic to go down A Street and then turn on Azuar, we actually made you go all the way down to Kansas and we cut off Azuar at Kansas Street while we had the Travis EOD come down and take a look at that. They came down, took a look at it, picked it up, shook it, said it's nothing, put it in their truck, hauled it off-site. They talked to the Navy about it, so we could resolve this issue real quickly, and it turned out to be a piece of pipe that looked like it was shaped into a piece of ordnance. So that was something that did happen, and we want to make sure that you were apprised of it. And we did take care of it in accordance with the protocol that's been set up to date.

Now, the other thing I want to talk to you about is in the upcoming months we're doing some work at FOPL lines. And one of the ones that we're going to be doing is ones that are associated with Building 207, and that's Building 207 right there. This is Buildings 85, 87, 89, 91, 271. But there are a number of FOPL lines that run down Nimitz Avenue right here right in front of this building and kind of cross over and go into the Building 85 complex. When we do this work, and we have to do some excavation in this area, what we'll have to do is we'll have to close down Nimitz, and we'll -- probably the best place to close it will be right here at A Street, route traffic around, and then have it come down Connolly Street, which is right on the south side of this

Building 77, which is this brick building right here. Now, this will probably occur in probably the next three to six months if we go through this, and it will probably be shut down for a period of about three to five months, somewhere in this period while this is going. Because if we need to excavate this entire FOPL line right down this entire building, we're going to have to shore this building entirely and cut the road off. There's just no other way around that. So I just want to make sure that everybody is aware of that. And a FOPL line is a fuel oil pipeline segment. So that's what I just wanted to let the RAB know about. So thank you very much. Thank you.

CO-CHAIR HAYES: And going back to his other acronyms, munitions and explosives of concern is a MEC.

CO-CHAIR HAYES: Steve, final score nine to nothing.

MR. FARLEY: Rangers?

(Laughter.)

CO-CHAIR LEAR: Weston update.

**d) Weston Update (Dwight Gemar)**

MR. GEMAR: I'm filling in for Cris, and since Cris is a season ticket holder to the Giants --

MR. COFFEY: I don't even want to hear it.

MR. GEMAR: It was a toss-up for him to either be here or to be at the World Series.

CO-CHAIR HAYES: And he didn't take you with him?

MR. GEMAR: He didn't take me with him. So he's in trouble on two points.

CO-CHAIR HAYES: But you're building benches.

MR. GEMAR: Right. But we do have a brief update. Up in the left, upper left is document status. We've had just a handful of comments from DTSC that we're working through on the Munitions Response Work Completion Report, and we'll get that turned around hopefully the latter part of November. And then we have also some other deliverables that are fairly significant; the Remedial Investigation Report for the south end IR-05 and WMA, the Western Magazine Area. We're also going to be doing the completion report for the time critical removal action that we did out at IR-05 at the south end. And then two large deliverables for Investigation Area H1; one is the completion report for the work that has been completed out there. And then what they call a post closure permit application and post closure care plans, and those are all in development and will be going to the Navy soon, and then to the agencies for review. We completed all of the hydroseeding -- which is good timing considering the rains that are coming -- in the containment area and the upland soil cover areas. And as Mike already beat me to the punch there, you know, how many guys does it take to assemble a bench? Mike said four, actually he's wrong, it's three, and one guy to watch.

MR. COFFEY: Supervise.

MR. GEMAR: And one guy to snap the picture, exactly. And then just on the right hand side, just a couple of grading photographs, hydroseeding photographs for the work down at the south end. And we're going to have about five and a half acres of wetlands there to replace the 2.3 acres of pickleweed area that was disturbed and removed, essentially, when we did the time

critical removal action. And then we also hydroseeded the upland area, so I think it will turn out to be a lot nicer than kind of the miscellaneous veg that was there before. So that's it.

MR. QUIGLEY: Question to you. So then other than the clean dirt that you're storing on H1, it is finished?

MR. GEMAR: Yeah.

MR. QUIGLEY: Or are we still using it as a dumping ground?

MR. GEMAR: No. No. No, Wendell. It is beautiful, pristine. It's going to look like Ireland here in about another month, and come out there for, you know, some Guinness, and we'll toast to the end of the field activities.

MR. COFFEY: Are you going to import the field harvest mouse and maybe some leprechauns too?

MR. QUIGLEY: Leprechauns.

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

CO-CHAIR LEAR: Regulatory update, Janet.

MS. NAITO: I'm subbing for Elizabeth today, so she gave me her update. She conducted a site visit to the Independence Wharf field -- or she conducted a field visit to the Independence Wharf site. She has been diligently reviewing, focusing on Lennar reports this last month. And she wanted me to tell you that next month she wanted to present some information on the regional monitoring program to provide an update.

And for my part, I wanted to report that we conducted two field visits this month. We took -- we went out with Reggie to look at IR-17, Installation Restoration Site 17 in anticipation of approving the sampling and analysis work plan. And we have approved that, although they haven't received our letter yet, it was done on Tuesday, I believe. We also conducted a field visit out to the landfill to check out all the settlement markers and the work that Weston has done to ready the site for the rains. We have also been diligently reviewing everybody's reports. We have finished -- as Steve mentioned, they've turned in implementation reports -- and we have, I believe, finished our review of most of those.

MR. FARLEY: And thank you.

MS. NAITO: So on our desk are still the documents in review on the CH2M Hill site and -- update, and about seven PCB sites, and a couple of work plans for Lennar.

CO-CHAIR LEAR: Carolyn.

MS. D'ALMEIDA: I don't have anything.

**VI. CO-CHAIR REPORTS**

CO-CHAIR LEAR: Okay. Co-chair's report. Do you want to go first?

CO-CHAIR HAYES: Sure. A project that isn't related to, I guess CERCLA, so the -- well, at least south -- this staff of the Navy isn't overseeing the decontamination of some of the ammunition manufacturing buildings at the Naval Ammunition Depot is being worked on through the caretaker's site office, and I reported on that a few months ago that I got a chance to take a look at, meet with the staff who was working on certifying those buildings as clean of

munitions components. They were breaking out the drain pipes and taking them into the building and cleaning them out with -- power washing the building and then collecting all of the water from that and putting it into a tank and taking it off. That team I met with the, some of the Navy staff and the manager for that project, and they'll be starting that up again this month and going on through, I think, January on, I think it's six or seven buildings. They're going to be giving -- actually a part of the RAB tour will include some of those sites or a presentation on the work that they're going to be doing. So one building has to be completely removed, so you're going to see a little bit of change in the manufacturing area across from the park. And there may be some closures, we'll try to make sure that those aren't during the time that the preserve is open. But there will be safety arcs as they're doing some of their work. So just so you know that if you see crews out there in the next few months, that's specifically the work that they're doing is they'll be able to certify that those buildings have no munitions components in them as they get prepared for transfer.

And then the only other thing that I'll announce is that my third annual "Be Wary of Scary" is coming up on this Saturday. I got a couple of flyers here. Kids can make gourds, masks, and carve pumpkins. And we have cemetery tours going on both during the day, if the weather cooperates, 10:00 o'clock or so, Peggy O'Drain, the cemetery docent who's so incredibly knowledgeable of the cemetery, will be out. And in the evening we'll be doing a little bit scarier tour near the end of the evening. So be sure to come out, it will be great fun. 9:00 a.m. to 6:00 p.m.

CO-CHAIR LEAR: Now for the Navy update. This last month we have continued some groundwater and soil sampling out at the Building 742 Former Degreasing Plant. And that sampling will continue on and off for the next nine months, and evaluation of those results will be presented. We also began the last field task in association with the PCAP or Petroleum Corrective Action Plan work at the Defense Reutilization and Marketing Office. That last task is replacement of the underground electrical duct bank. And I think one of the photos we saw earlier showed where the Weston or Navy line connects up to where CH's work is going. That trenching conduit and backfill is anticipated complete by the end of November, although it will take another four to six weeks to pull the conduit. The roads will be open except for a two to three day period where they will need to be closed for the final connection.

Then, as Myrna mentioned, we have a RAB tour coming up. It's on the 6th. It starts at 10:00 a.m. And we'll be meeting at Building 535. We have about six or seven stops. We're going to be going out to the Production Manufacturing Area, looking at the buildings that are going to be deconned and having a presentation about that. We'll also be going to DRMO, Defense Reutilization and Marketing Office. We'll be going to the Crane Test Area and Building 680. And I know I'm missing something here.

CO-CHAIR HAYES: Landfill.

CO-CHAIR LEAR: Oh, the landfill, of course.

MS. CHRISTIAN: Do you need to sign up for that tour?

CO-CHAIR LEAR: No. No, you do not. We did send out some e-mails, but if you want to let me know. We just need to know in general the number so that we make sure we have a bus or a van that's big number for everyone. So if you're interested I'll just write your name down and away we go. We also have a RAB focus group coming up on November 17th. It will be in this

meeting -- this conference center at 7:00 p.m. And that's to talk about community outreach. It's a continuation of the focus group meeting that was held on June 9th.

This last reporting period the Navy submitted one document, which is the Petroleum Corrective Action Completion Report for the Defense Reutilization and Marketing Office. We also received comments or concurrence from Janet Naito of DTSC on three documents. And from the Water Board we received comments or concurrence on four. And the next important thing to note is because of the holidays next month we will not be having a RAB in November, but we will see you anyways because we have a RAB tour and a RAB focus group meeting. So our next RAB meeting is December 2nd. And then we have the final public comment period, if anyone has anything else?

MR. QUIGLEY: Where's the tour start at?

CO-CHAIR LEAR: We'll meet at Building 535 and go from there.

CO-CHAIR LEAR: Okay. Well, thank you, everyone.

MR. COFFEY: Go Giants.

(Thereupon the foregoing was concluded at 8:52 p.m.)

**LIST OF HANDOUTS:**

- Presentation Handout – Suspected Underground Storage Tank (UST) A266S and Former USTs 993-4 and A225
- Presentation Handout – Suspected UST A266S Map
- Presentation Handout – Crane Test Area Investigation Area B.1 Remediation Status Update
- Presentation Handout – Features within the Eastern Early Transfer Parcel (EETP) – CH2M Hill/ Lennar Mare Island
- Presentation Handout – Mare Island RAB Update October 28, 2010 – Weston Solutions
- Navy Monthly Progress Report Former Mare Island Naval Shipyard October 28, 2010



9444 Farnham Street - Suite 210  
San Diego, California 92123  
tel: 858 268-3383  
fax: 858 268-9677

January 20, 2011  
DCN: CAPE-3218-0003-0012

Ms. Diane Silva  
NARA Certified Command Records Manager  
NAVFAC SW  
1220 Pacific Highway  
Code EV33, Naval Base San Diego (NBSD), Building 3519  
San Diego, California 92132

Subject: Navy Contract No. N62473-07-D-3218, Task Order 0003,  
Community Relations and RAB Support for Former Mare Island Naval  
Shipyard, Vallejo, California  
Final October 2010 Mare Island RAB Meeting Minutes

Dear Ms. Silva:

Enclosed are two hard copies (one bound and one unbound) of the Final October 2010 Mare Island Naval Shipyard Restoration Advisory Board (RAB) Meeting Minutes for inclusion in the Administrative Record. Also enclosed are two CDs containing the native file of the document and one complete PDF copy.

If you have any questions or require additional information, please call Shelley Samaritoni or me at (858) 268-3383.

Sincerely,

Larry Davidson, P.E.  
Program Manager  
CDM Federal Programs Corporation

c: B. Pauly, BRAC PMO West (w/o)  
K. Spala, CAPE (w/o)  
V. Gil, CAPE (w/o)  
S. Samaritoni (w/o)  
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