



Moffett Field - Hangar 1 Update No. 3

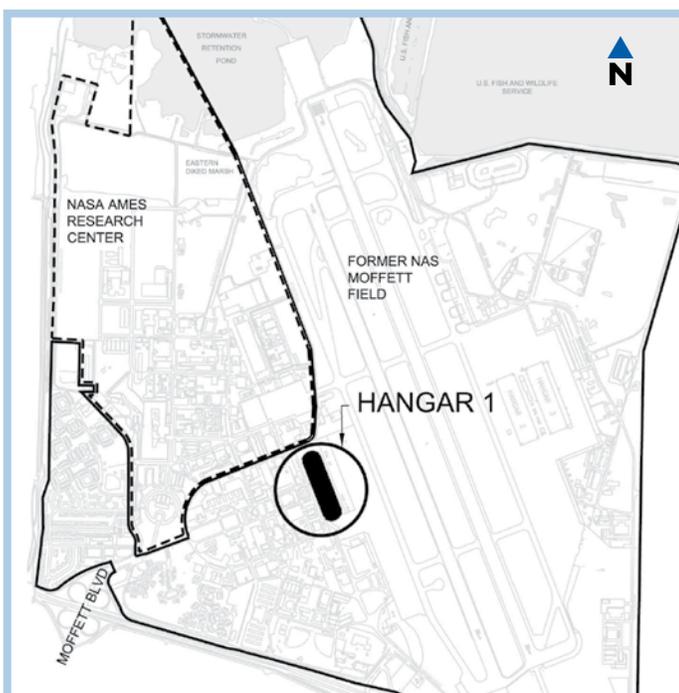
Moffett Field, California
May 2006

Introduction

This information update discusses environmental activities related to Hangar 1 at the former Naval Air Station (NAS) Moffett Field. In keeping with the Navy's commitment to provide regular information about sites at Moffett Field, this is the third such update on the site.

The Navy recently issued an engineering evaluation/cost analysis (EE/CA) for Hangar 1. Information about the EE/CA, its purpose, and results is presented below. In addition, a schedule for activities related to the EE/CA, including opportunities for community involvement, is included. Project points of contact and location of the information repository are provided on page 4.

Hangar 1 is located west of the Moffett runways, on the south portion of Moffett Field. The hangar is visible from many locations within the surrounding communities, as well as from U.S. Highway 101.



*You're invited to
comment on the EE/CA*

**The Hangar 1 EE/CA is
available for public review
at the information repository,
or by requesting a copy on CD.**

**The Navy is accepting public
comments on the EE/CA during a
30-day comment period, from May 5,
2006, through June 5, 2006.**

**Information repository location, how
to submit comments, and how to
request a copy on CD are
provided on page 4.**

EE/CA Overview

The EE/CA was performed in accordance with current U.S. Environmental Protection Agency and U.S. Department of the Navy guidance documents for a non-time-critical removal action (NTCRA) under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The EE/CA summarizes the evaluation of 13 cleanup alternatives for Hangar 1 and describes the Navy's recommended alternative. It also summarizes the site characteristics, identifies the Removal Action Objectives, and contains a comparative analysis

of the alternatives meeting the Removal Action Objectives, including the estimated costs.

In accordance with CERCLA, and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), the primary objective for the cleanup action is to prevent contaminant releases from Hangar 1 into the environment by eliminating or containing the source of contamination. This objective eliminates risks to human health and the environment.

Alternatives Identified in the EE/CA

During the EE/CA process, the Navy identified 13 possible cleanup alternatives (next page) based on meeting the Removal Action Objectives described below. Some of these cleanup alternatives were suggested by community members (denoted by an asterisk [*]).

The 13 alternatives were evaluated in detail in terms of implementability and effectiveness in addressing the Removal Action Objectives. The objectives are:

- Control the release of contamination at Hangar 1, thereby reducing the potential risks to human health and the environment in the immediate vicinity of the site and the environment at nearby wetlands (Site 25);

Possible Alternatives

- Alternative 1: Enclose entire hangar inside another structure
- Alternative 2: Cover with rubberized material
- Alternative 3: Coat with asphalt-emulsion material *
- Alternative 4: Coat with ceramic cladding *
- Alternative 5: Coat with plasma-sprayed oxide *
- Alternative 6: Cover with new visually similar siding
- Alternative 7: Sandblast contaminated surfaces *
- Alternative 8: Neutralize PCBs using emulsified bimetallic extraction
- Alternative 9: Remove contaminants by chemical stripping *
- Alternative 10: Remove siding and clean interior contaminated surfaces
- Alternative 11: Demolish and remove the hangar
- Alternative 12: Collect stormwater runoff and treat on site
- Alternative 13: Collect stormwater runoff and treat/dispose off-site

- Comply with the chemical-specific applicable or relevant and appropriate requirements (ARARs); and
- Comply with the location- and action-specific ARARs when considering the cleanup alternatives and implementing the selected alternative.

The evaluation led to selecting six of the 13 alternatives as potential cleanup alternatives for the proposed NTCRA.

The six alternatives include Alternatives 2, 3, 4, 6, 10 and 11 as listed above. These six alternatives were subjected to a comparative analysis, including detailed cost calculations that included cleanup measures and historic mitigation measures. The focus of the comparative analysis was to compare the implementability, effectiveness, and cost of each alternative.

Recommended Alternative

The Navy's recommended alternative for the planned NTCRA is Alternative 11, demolition and off-site disposal of Hangar 1, with the historic resource mitigation of Historic American Engineering Record (HAER) documentation. The site of Hangar 1 also will be marked to denote the size of the structure as part of historic mitigation.

Demolishing the Hangar 1 structure includes complete removal of the interior and exterior features, and the removal of the resulting contaminated and non-contaminated debris to appropriate off-site disposal or recycling facilities.

The recommended alternative provides the best solution because the contaminant source (the hangar siding and structure) would be completely controlled by removing the source from the site. There will be no continuing threat of release of hazardous materials into the environment near the hangar or in nearby wetlands (Site 25) with the implementation of this alternative, allowing for future uses of the site and for cleanup of the wetlands. This alternative best meets the Removal Action Objectives and NCP criteria because it:

- Is technically feasible based on commonly used demolition techniques and demonstrated proven approaches;
- Is administratively feasible; uses Base Realignment and Closure (BRAC) funding for support and imposes no restrictions on future use of the site;
- Uses widely available conventional construction equipment, services, and skilled workers;
- Provides the highest degree of protection of the public and environment;
- Complies with all ARARs when implemented in combination with proposed historic mitigation measures;
- Provides adequate short-term effectiveness during implementation; and
- Is effective in the long-term, and is permanent since no contamination source would remain.

The estimated cost for Alternative 11, including preparation of the HAER documentation and marking the site to denote the size of the structure, is \$12,220,000.

Background — Hangar 1 Contamination

A relatively uncommon chemical called Aroclor-1268, a polychlorinated biphenyl, or “PCB,” was detected in sediments at Moffett Field’s stormwater retention pond in 1997 during routine cleanout and sampling activities. Tests were conducted, and the contaminant was traced back to the Hangar 1 siding. The siding also contains asbestos and lead. PCBs, asbestos, and lead are the primary contaminants of concern in the Hangar 1 siding material. These same contaminants were also detected in the sediments in the stormwater settling basin located at the nearby wetlands, or Site 25.

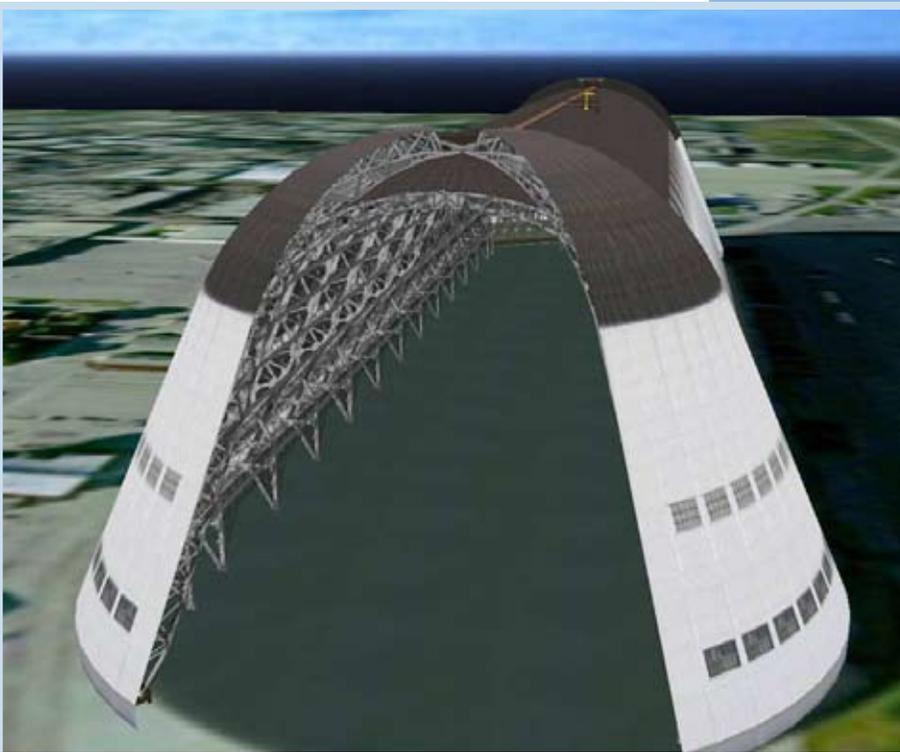
The Navy and NASA conducted separate time-critical removal actions (TCRAs) at the Hangar 1 site following the discovery of the contaminants in and around the hangar. Although the interim TCRAs have reduced the release of contaminants present in the Hangar 1 siding, these activities are short-term control actions that do not adequately address the source of contamination. The Navy’s TCRA was completed in October 2003 and included pressure washing the exterior siding and then coating it with asphalt emulsion. The asphalt emulsion coating has a limited life span of three to five years; the Navy’s objective is to mitigate the threat from Hangar 1 and to complete a cleanup action before the interim coating becomes completely ineffective.

The Navy, U.S. Environmental Protection Agency, and the San Francisco Bay Regional Water Quality Control Board agreed that Hangar 1 is a source of environmental contaminants, and that those contaminants pose an imminent danger to human health and the environment. They also agreed that a non-time-critical removal action was the most efficient method to address the problem. The EE/CA for Hangar 1 evaluates possible alternatives to determine the best way to clean up Hangar 1 for protection of human health and the environment.

Preserving History

Because Hangar 1 is within the U.S. Naval Air Station Sunnyvale Historic District, the cleanup action must meet the substantive requirements of the National Historic Preservation Act (NHPA). The NHPA does not prevent demolition of a historic structure like Hangar 1, but requires that all impacts are thoroughly analyzed. The cleanup alternative evaluation process for Hangar 1 involved weighing historic considerations against the relative benefits of leaving contamination on site, versus a complete and total removal of the contaminants. The recommended cleanup alternative includes historic resource mitigation of HAER documentation (measured drawings, photos, oral history, and an interactive archive) and marking the site to denote the size of the structure.

The State Historic Preservation Office and the Advisory Council on Historic Preservation have been discussing historic mitigation of the hangar and will provide input on the proposed cleanup. The CERCLA community involvement requirements meet NHPA public participation requirements.



Virtual image of Hangar 1 as it appears in an interactive archive to meet historic resource mitigation.

What's Next

The Navy issued the EE/CA on May 5, 2006, for a 30-day public review and comment period. After the comment period closes on June 5, 2006, the Navy will evaluate all comments received and prepare a responsiveness summary, which is a summary document of the written and oral comments made by the public and the Navy's responses to those comments. The subsequent step in the NTCRA process is to issue an Action Memorandum. The responsiveness summary will be an appendix to the Action Memorandum.

While the EE/CA presents the recommended alternative for addressing contamination at Hangar 1, the Action Memorandum will be the decision document that selects the final remedy. The Navy will work in cooperation with the U.S. Environmental Protection Agency, the San Francisco Bay Regional Water Quality Control Board, and the community in the selection and implementation of the selected cleanup remedy.

- May 5, 2006, through June 5, 2006 - public comment period on EE/CA
- June 2006 - release Action Memorandum
- September 2006 - begin selected cleanup action

Community Involvement

The Navy encourages public involvement throughout all stages of its environmental cleanup program. Some of the community involvement activities are specified and required by federal or state law.

Open Houses and Public Meeting

The Navy held an open house on June 13, 2005, and a joint open house and alternatives workshop on August 18, 2005, to provide a look at the current status of Hangar 1, its cleanup process, and an overview of the EE/CA process. The Navy also will hold a joint open house and public meeting on May 23, 2006, to receive public comments on the EE/CA.

Restoration Advisory Board Meetings

The Navy has discussed Hangar 1 cleanup activities and the EE/CA process at several Restoration Advisory Board (RAB) meetings since March 2005. The RAB is a volunteer group made up of concerned citizens, environmental activists, business leaders, residents, personnel from local cities, and others who advise the Navy on environmental cleanup at the facility. Meetings provide a forum for the exchange of information between all parties about the environmental program. This allows for public involvement and helps the Navy identify and address community concerns.

RAB meetings are always open to the public, and community members are encouraged to attend. They are held at 7 p.m. on the second Thursday of every odd numbered month at the Mountain View City Hall.

Project Points of Contact

Send your comments on the EE/CA or request a copy on CD by contacting:

Mr. Rick Weissenborn
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Information Repository

The Hangar 1 EE/CA and other site-related documents are available for review in the information repository: Mountain View Public Library, 585 Franklin Street Mountain View, CA 94041, (650) 903-6337

Administrative Record

The administrative record is the legal file that documents environmental cleanup decisions at Moffett Field and makes documents available to the public.

The administrative record is located at the Naval Facilities Engineering Command, Southwest, in San Diego, Calif. To request copies of documents, contact Ms. Diane Silva, records manager.

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