



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

HELD THURSDAY, MARCH 25, 2010

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, March 25th, at the Mare Island Conference Center, 375 G St., Vallejo, California. The meeting started at 7:10 p.m. and adjourned at 8:57 p.m. These minutes are a transcript of the discussions and presentations from the RAB Meeting. The following persons were in attendance.

RAB Community Members in attendance:

- Myrna Hayes (Community Co-Chair)
- Michael R. Coffey
- Chris Rasmussen
- Jerry Karr
- Paula Tygielski

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

- Michael Bloom (Navy Co-Chair)
- Janet Lear (Navy)
- Cris Jespersen (Weston)
- Dwight Gemar (Weston)
- Steve Farley (CH2MHill)
- Elizabeth Wells (Water Board)
- Janet Naito (DTSC)
- Carolyn D'Almeida (USEPA)
- Gil Hollingsworth (City of Vallejo)
- Neal Siler (Lennar)

Community Guests in attendance:

- James Ducharme
- Dijji Christian
- Russ Farnell
- Cindy Spears
- Jim Porterfield
- Fred Ousey

RAB Support from CDM:

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

I. WELCOME AND INTRODUCTIONS

CO-CHAIR BLOOM: All right. We'll go ahead and get started with the March, 2010, Mare Island RAB meeting. We'll do introductions. I'm Michael Bloom, the RAB community -- no, I'm the RAB Navy co-chair.

MR. COFFEY: Wishful thinking.

CO-CHAIR BLOOM: Last time I checked, the RAB Navy co-chair and the BRAC environmental coordinator.

MR. KARR: Jerry Karr, Napa Solano Audubon, Vallejo resident.

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

MS. NAITO: Janet Naito, DTSC.

MR. JESPERSEN: Cris Jespersen with Weston Solutions.

MR. COFFEY: Mike Coffey, RAB member from the City of American Canyon.

MS. TYGIELSKI: Paula Tygielski from Benicia.

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

CO-CHAIR BLOOM: Do we have -- no mikes? Speak loud.

MR. FARNELL: Good evening, ladies and gentlemen. My name is Russ Farnell with the HMSPS Iowa Group here at Mare Island.

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

MR. DUCHARME: Jim Ducharme, I'm a resident of the island.

MR. OUSEY: Fred Ousey, Envirotech Services.

MR. SILER: Neal Siler, Lennar Mare Island.

MR. GEMAR: Dwight Gemar with Weston Solutions.

MS. CHRISTIAN: Diji Christian, tour guide, docent, and other such things.

MS. LEAR: Janet Lear, Navy.

MS. MOORE: Carolyn Moore with CDM.

CO-CHAIR BLOOM: All righty, thank you. We'll get started on our first presentation. It will be given by Janet Lear with the Navy, and I believe some help possibly from Dwight Gemar.

MS. LEAR: Backup.

CO-CHAIR BLOOM: Backup, okay. And it is on the Production Manufacturing Area, or what we call PMA and the South Shore Area that we call the SSA. It's an update on the Engineering Evaluation and Cost Analysis Interim Remedial Action Plan for the Munitions and Explosives of Concern, or MEC, Non-Time Critical Removal Action. That's a mouthful.

MS. LEAR: Yeah, I think you covered all my acronyms, so now I don't have to do that anymore.

MR. COFFEY: We promise not to object.

II. NAVY PRESENTATION: *Engineering Evaluation and Cost Analysis Interim Remedial Action Plan for the Munitions and Explosives of Concern, or MEC, Non-Time Critical Removal Action Update*

Presentation by Ms. Janet Lear, Navy and Mr. Dwight Gemar, Weston Solutions

MS. LEAR: Okay. As Michael mentioned, tonight I'm presenting on the Engineering Evaluation Cost Analysis, EE/CA, Interim Remedial Action Plan, IRAP, for the Production Manufacturing Area/ South Shore Area. The Draft Final EECA/ IRAP was submitted earlier this month on the 18th. The PMA/ SSA are both located on the shoreline area in the south of the island. The PMA was operated as a munitions production facility from the 1850's to the early 1970's. The majority of the area was created by fill along the shoreline areas of Mare Island Strait. Processes that were conducted there included projectile rocket warhead refurbishment, propellant loading, storage of munitions, and munitions handling from piers.

This photograph here shows munitions being loaded onto a cruiser at Pier 34 in the PMA. These photographs show projectile refurbishment being conducted at the PMA. The dates are cut off, but I'm assuming these are World War II era. These are five inch projectiles, and the larger one is a 16 inch.

MS. TYGIELSKI: Is the five inch the diameter?

MS. LEAR: You know, that's a good question for Dwight.

MS. TYGIELSKI: Because that looks a lot taller than five inches.

MS. LEAR: It's the diameter, isn't it?

MR. RASMUSSEN: It's the diameter.

MR. GEMAR: Yes, it's the diameter.

MS. LEAR: The South Shore Area supported the production facility from the thirties to 1972. It was primarily used for storage. There was some incorporating of inert components into underwater mines, that was like anchors and batteries and those kind of things, being conducted, as well as maintenance and refurbishment of shipping containers. There was also some loading of munitions at Pier 35. This photo right here shows the construction of buildings, and this is Pier 35 in the South Shore Area.

The PMA/ SSA has a long history of investigations. There were seven -- a total of seven emergency removal actions were conducted there in the early nineties, most of these resulted from encountering munitions during routine maintenance activities. There was a preliminary assessment done in '94, mostly consisting of photo and file review as well as interviews with personnel. A site investigation was done in the mid-nineties which consisted of metal detector and magnetometer surveys to identify areas where additional items might be buried. During those surveys, more than 2,000 subsurface metallic anomalies were identified. In this case an anomaly is a deviation from a background measurement caused by the presence of the metallic object. In the late nineties, all 2,000 plus of those anomalies were investigated during an intrusive investigation. Over 2,000 munitions and explosives of concern, MEC, items were recovered. These were recovered from 21 locations. So as you can tell by the 2,000 metallic anomalies and only 21 locations resulting in MEC encounter the vast majority of those turned out to be metallic debris. 75 percent of those MEC items were recovered in one shoreline area in

the south shore near Dike 14. All of the recovered MEC items were unfired and unarmed and classified as DMM or discarded military munitions.

Of those 2,000 MEC items, 265 were found in the PMA, and 1,800 were found in the South Shore Area. This figure shows the locations where MEC has been recovered at the PMA. You'll note that most of these are projectiles, and a great number of them were found near Building A-266 right here. 156 projectiles were found in that location. This figure shows the locations of the MEC recovered at the SSA. The location where the vast majority of items were found is right in this area near Dike 14 in the shoreline.

Types of MEC recovered at the PMA were predominantly the larger projectiles, three to eight inch, and other munitions dating from Civil War through the 1940's. In the South Shore Area, more diverse and smaller munitions were encountered, ranging 20 millimeter to six inch projectiles as well as fuses, primers, and grenades. Based on what we've seen so far, modes of deposition appear to be intentional disposal along the historical shoreline areas, such as the Dike 14 finds, and possible handling loss near the loading piers and storage areas.

The potential for human exposure to MEC is dependent on site access and intrusive activity or digging to expose subsurface MEC, as well as disturbance of the exposed item. In 2006 a second geophysical survey was performed at the PMA/ SSA. This survey included all the open areas as well as the crawl space between three buildings. Over 28,000 metallic anomalies were identified, most likely due to a great deal of metallic debris in the subsurface. The sources of those anomalies could be live munitions or inert munitions debris, otherwise known as materials documented as safe, or MDAS. The vast majority will probably turn out to be other materials such as scrap metal, concrete rubble, rock, abandoned and active utilities, and construction debris. These items represent the vast majority of investigated anomalies at this site as well as all other Mare Island sites.

The 28,000 plus anomalies were prioritized for removal based -- or investigation. They were classified as either sector A or sector B. Category B sectors based on history of MEC contamination; in other words, where items have been found during the previous removal actions and investigations as well as past use. Potential disposal sites, piers, shoreline, outdoor storage areas observed in photos. Category A sectors are those areas considered most likely to find MEC items. Where Category B are those areas where the likelihood is thought to be low. This figure shows the Category A sectors in the PMA, that's the red areas. The yellow and blue dots are areas where items have been found. This is a similar picture of the Category A sectors in the South Shore Area.

The EECA/ IRAP is a -- I lost my lid -- is a document conducted to evaluate removal action alternatives. In this case the removal action objective is to reduce the threat to human health from MEC hazards, and also to be consistent with future land uses. The land uses for the PMA/ SSA include regional park, open space, and then a light industrial commercial area in the PMA. The alternatives that were evaluated in the EE/CA include Alternative 1, no action, which is required as the basis for evaluating other alternatives. Alternative 2A, which is excavation of all the Category A sector anomalies. This amounts to about 13,000 anomalies, in addition to survey and excavation of crawl space within twelve additional buildings. 2B is excavation of all Category A sectors, as well as 20 percent of the Category B sector anomalies. The 20 percent is actually a minimum because there would be step-outs if items were found at the Category B anomalies. This amounts to about 17,000 anomalies plus the additional anomalies for step-outs

plus the survey and excavation of the twelve building crawl spaces. 2C is investigation at all 28,000 plus anomalies.

The alternatives were evaluated for implementability, effectiveness and cost. Alternative 1, the no action alternative, doesn't satisfy the removal action objectives to reduce the MEC hazard. 2A is considered least effective. It is effective for Category A sectors but doesn't investigate any of the Category B. It's also the least costly of the three active alternatives. 2B has a high degree of effectiveness at mid-range cost. And 2C is the most effective, but it also has the highest cost with marginal incremental benefit. For all three of the active alternatives, the effectiveness is limited by the detection capabilities of the geophysical survey instruments. As a result of those limitations, after the removal action the site would then be evaluated in a feasibility study to evaluate institutional controls such as digging restrictions, land use restrictions, as a final remedy. Also, to give you an idea of the cost range involved in the active alternatives, 2A, which is just the Category A sector anomaly investigation, that's about 5.7 million. 2B, which is the Category A plus twenty percent of B, is 7.6. And alternative 2C is estimated at 12.6 million. The EECA/ IRAP identified 2B as the preferred alternative.

As part of 2B, as I mentioned, geophysical survey and excavations will be conducted under twelve additional buildings with crawl space. 100 percent of the Category A sectors would be investigated, as well as a minimum of 20 percent of the Category B. I also mentioned the 25 foot step-outs for the Category B. If MEC or material potentially presenting an explosive hazard is encountered, the excavations would be stepped out in 25 foot increments to investigate adjacent anomalies. The Category B anomaly selection would focus on areas where there's a density of anomalies as well as selections to provide a good distribution across the sites. This flow chart is just another way of displaying the 25 foot step-outs. This is the Category B, the reacquire and excavate at 20 percent. If MEC is found, then we investigate all anomalies in a 25 foot radius, and that step-out continues until MEC is no longer found in that area.

As far as schedule for the project, I mentioned that the draft final document was sent out earlier this month. The draft action memorandum, as well as the public meeting review period, is planned for May. With the final EECA/ IRAP draft work plan and the final action memo planned for later this summer. The final work plan and the beginning of field work is scheduled for late 2010. And courtesy of the CSO office and the ROICC, we have a double rainbow over the PMA. So I'm open for questions.

MR. FARLEY: That's good news, that's a great omen.

MS. LEAR: We need to be out there digging for gold, right.

MS. MOORE: Check out those metallic anomalies.

MR. OUSEY: I have a question. Have you selected a company that's going to do the geophysical survey?

MS. LEAR: The geophysical survey? We are reacquiring the anomalies, the primary survey was already done in 2006.

MR. OUSEY: I thought there was going to be additional 20 percent work done.

MS. LEAR: No, we're reacquiring 20 percent of the anomalies, that's Category B anomalies that were already identified in the 2006 survey. Any other questions?

CO-CHAIR BLOOM: All right. Thank you, Janet. We'll go ahead and move on to our next presentation. It is -- will be given by Neal -- Neal is walking up there -- by Neal Siler with Lennar Mare Island and possibly Steve Farley with CH2M Hill. It will be on the Building 680 remediation status update.

III. PRESENTATION: *Building 680 Remediation Status Update*
Presentation by Mr. Neil Siler, Lennar Mare Island and Mr. Steve Farley, CH2M Hill

MR. SILER: Okay. Thank you very much, folks. What I'm going to talk about tonight is the Building 680 remediation status update. And what we're planning to do is give you an update from the last time that we talked about this facility which was back in June of 2010. And what I'm going to do is I'm going to set the table. I'm going to talk about the location and past uses of the facility, talk about some of the PCB sites in the facility, and it's probably the most concentrated area of PCB sites we have on Mare Island. There are 48 to 50 PCB sites that are counted in the facility depending on if you're left-handed or right-handed. And then I'm going to talk about the notification and cleanup plan, the things that we plan to do when we put this thing together. Then I'm going to hand it over to Steve Farley. He's going to summarize some of the activities that we've already completed, talk about some of the activities that we plan to complete in the next thirty to sixty days, and then we're going to have some questions, if you have any questions for us after that.

So Building 680 is located in the southeastern portion of the Eastern Early Transfer Parcel, which is the parcel of property that Lennar Mare Island owns on Mare Island in Investigation Area C-2, which is a heavily industrialized area, and used as such in the past, and we plan to keep it an industrial area into the future. The facility was constructed in 1936; covers a surface area of about 240,000 square feet; and it was an industrial plant that had several machine shops located inside of it. And those machine shops were used to disassembly, reassemble, to manufacture, fabricate, do tooling and retooling, maintenance of ship equipment, and mainly submarines. In fact, if you go back to the previous slide I have there, one of the things they did at the facility was they refurbished and tested periscopes. And then when they refurbished them, they took 'em up to this little facility up here and tested 'em to see how far they could see. And there's anecdotal information that they used to take some of the telescopes, I mean the periscopes here, and point 'em toward the Golden Gate bridge, and they could read your license plate while you were driving across the Golden Gate bridge.

UNIDENTIFIED SPEAKER: Good story.

MR. SILER: That's right. So the next slide is basically, is written down what I told you just a few minutes ago. And then I'm going to go ahead and talk to the next slide where we'll talk about some of the PCB sites that are in this facility. The first floor is a wood block floor, it's the AL01, it's the entire first floor of the facility. It was composed of wood block, concrete, and asphalt. There was about 135,000 square feet of wood block in this floor. One of the other sites was the mezzanine level site where there were three areas that had electrical transmission equipment on there. Two of those sites right now are defunct and not working. But there's one of 'em that actually supplies power to a building that's located to the east of this building, Building 688. And, you know, I have no idea why they routed the power through one building into another building, but it actually has to stay active while we're working on it. And then one of the other sites was the fifth floor site which was the former machine shop, and that site was

remediated by the Navy, actually, before we came here. So those were the sites that were actually listed in the consent agreement when the property was transferred to Lennar Mare Island. And as we did additional research on the facility, lo and behold, we found 45 additional unknown sites at this facility. And those comprised eighteen shallow bays, five deep bays, there's two electrical vaults that are located in the first floor, 19 elevated transformer vaults, and one former wooden elevator capacitor platform which was also removed by the Navy. So those are all the sites that are located within the building.

I'm going to give you some shots of examples of some of these sites. This is kind of a before and after shot of the first floor of the building. You can see there's the wood blocks right there. In here, this is actually the first floor after all the wood blocks had been removed, you just see the bare concrete surface. This is a shot of one of the typical mezzanine sites on the facility. You can see the electrical equipment back here. And they were all gated, so they actually had to have a gate to get inside these, so kind of the access was limited to them. Here is just one of the deep maintenance bays. These were about anywhere from six to eight feet deep. The shallow maintenance bays were anywhere from a half a foot to three feet deep. But we're not sure exactly what they did on here. You can probably see there they probably mounted some sort of equipment on here, jig, so they could mount equipment on there, and then worked on the equipment. And this is one of the examples of the elevated transformer platforms. These are all metal. You can see there's electrical equipment that stayed on top of the platform. And last but not least, this is one of two electrical utility vaults that actually have live wires running through them still. So there's sediment in here that we're removing, and then we're going to actually clean these surfaces as we remediate the site.

So after we discovered all these sites, we came up with a remediation plan and we submit two documents. One of those documents goes to the United States Environmental Protection Agency, and that's a notification; and the other one goes to the Department of Toxic Substances Control, State of California EPA, and that's the cleanup plan. And both plans basically say the same things, but they may have some different comments as we get them back.

But what we're planning to do on the first floor -- and this was all part of that plan -- was remove the wood block floor. There were a couple of areas where we had some elevated levels under the wood block and the concrete, and we went back and scabbled those areas, that was the plan. We collected verification samples. And what we're going to do on that floor is we're going to actually install, after we clean it up to a certain level, we're going to actually encapsulate the entire first floor with four to six inches of concrete.

The mezzanine levels, there's probably a variety of remedies in those two levels. We're going to double wash and rinse and collect verification samples at those sites. One of those sites we're also going to encapsulate a portion of the surface. And after we do that then we're going to go ahead and do a couple of other things, and I'll talk about that later as we move through this process.

The deep maintenance bays we're going to remove the sediment and concrete and that's true in the shallow maintenance bays. We're going to clean those out. And there are areas where we are going to be removing some concrete, clean out debris and concrete.

On the fifth floor, I mentioned, there's no additional cleanup activities that we had to do this. On the elevated transformer pads, we're going to double wash those and rinse them, collect

verification samples. And we're not going to collect solid samples there because those are all metal, we're going to collect wipe samples to make sure we've cleaned them off adequately.

In the electrical vault, I mentioned, we're going to remove sediment and concrete, come back, take some additional samples. And then after we do all that, because we're not cleaning these up to a level that is below the commercial industrial standard, which is .74 milligrams per kilogram, we're going to put a variety of land use covenants on this facility. And the main one, obviously, with the floor, when we're putting the encapsulation, the concrete over it, there will be an encapsulation land use covenant on that.

On some of the other levels, the mezzanine levels there's going to be a few of them that have low occupancy requirements. And the one where we're going to do some encapsulation, there will be an encapsulation land use covenant on that facility also.

And one of the last things we have to do, because believe it or not, PCBs are volatile in air. We've done a lot of testing inside the building to find out what the level of PCBs is in the indoor air in the facility. And the highest level that we have ever recorded in the facility was about 19 nanograms per cubic meter of air. And the industrial regional screening level for PCBs in indoor air is 22 [nanograms per cubic meter of air], so that meets that criteria, so this facility can be used for industrial purposes in the future, which is what the plan is.

Now, when we put that plan on paper, it all sounds pretty easy, and it all sounds like we can go ahead and do these things and just go ahead and plan it and go ahead and start. But lo and behold, all these facilities have ancillary facilities that were placed there by the Navy to perform their work. And a lot of these facilities have hazardous building materials in them; things like asbestos, there's lead containing paint, there are fluorescent tubes and light ballasts that contains PCBs and mercury. So before we ever do anything, we have to clean those facilities or abate them to a certain standard so we can go ahead and reoccupy that. And after we're able to do that, then we can come into the facility and demolish those facilities so we can get at the materials underneath them which is what we have to remediate.

So asbestos containing materials, we've probably cleaned up about -- oh -- 50,000 square feet of vinyl floor tile and mastic from the floor. We've taken down about 20,000 square feet of drywall and joint compound that contained asbestos. So we have to do all that. And all that has to be done under negative containment to make sure it doesn't get into the air so somebody can breathe it in. What we also know, because of the age of the facility, the fact that it was constructed in 1936, they used lead based paint. A lot of things they used to use that nobody ever thought was hazardous, now we believe everything is hazardous, and we found out that there are some risks to exposure of those things, and so we have to abate those also. So a lot of that, we scrape all that material. We have to look at anything that's delaminating, blistering. Anything that looks like it's really in poor shape, we go ahead and take that off, we scrape that off. And we go ahead and make sure that's all taken care of before we do anything in the building, because we don't want any of the lead based paint to actually fall into the other materials that we're going to go ahead and remediating.

And then there's a lot of these facilities that had fluorescent tubes, light ballasts. This facility probably had about 2,000 fluorescent tubes in it. And when you dispose of that, you can only dispose of one pound of PCB ballast, which ends up being -- or mercury, which ends up being about twelve to sixteen tubes, so you have to manifest that and take care of it in a certain way as

you're disposing of it. And once you do that then you can go in and you can demolish the facility.

And that sets the stage for going ahead and doing the remediation work, which now Steve Farley is going to talk about as I turn the talk over to him. Let me show you a couple things right now. This is the -- I mentioned to you, this is them taking down one of the negative containments where they were doing asbestos removal inside of there. They're taking it down right now. You can see it's encapsulated in plastic and all sealed off. And they run this under negative air so air can't get out, it can only get in to make sure they trap the asbestos inside there while they're doing the work. This is just an area where it shows you they were scraping off the lead. They've scraped off some lead right here, lead based paint right here. And there's a little bit of blistering and peeling of the lead based paint that they're going to have to go back and take care of right here. Here are some of the light tubes that are placed in the drum in preparation for disposal. And this last slide shows you that actually after they've done all the abatement of the hazardous building materials, going in and starting to demolish some of those small office spaces that were previously constructed in the building. So with that, I'm going to turn it over to Steve Farley. Steve.

MR. FARLEY: Thanks, Neal. Okay. As a starting point, I think what I'd like to do is have you all take a quick look at this photograph, and then go back to slide six and just compare the two. What you see in the slide or the photograph in slide seventeen, you'll see how dark the floor is -- that shiny stuff is water not oil -- but you can see how dark the flooring is. And this is pre-wood block floor removal. And then go back to slide six, and you can see the clean concrete that resided -- or resides underneath the old wood block floor. So what you see on slide six is pretty much current conditions. All of those wood block floors have been removed, and that was a big task.

Okay. So for the next few slides I'm going to just list out some of the things that have been completed. There are example photographs following these slides, that show some of the specifics of some of the activities that I'm going to describe here. So, for example, if you look at this, the first bullet on slide eighteen it talks about the wood blocks. The next slide shows those wood blocks before they were removed. So within the building, as Neal mentioned, there are a lot of wood blocks, the whole first floor, removed 135,000 square feet of wood block floor. Some places were asphalt, not wood block; that asphalt has also been removed.

The next photograph that you will have shows one of the mezzanines. This is mezzanine A, and we cleaned the floor of that. And you can see it's -- it's not exactly a fun job, it's not very exciting, but it's very important to get down there and actually, I mean literally go in and wash that floor by hand to remove the PCB containing oils. And then once they're clean, then we come back and cover it with epoxy. So in addition to the mezzanine floors, we also did the stairways, elevated transformer platforms. And then we cleaned and sampled a couple of the electrical utility vaults.

And if you move on to slide 21, you'll see an example of one of the utility vaults. And not exactly -- you can't actually see a lot of information from the inside, but I -- one of the reasons I included this is you get an idea of how small these spaces are and how important it is to use proper health and safety. On supplied air. Hard hats. If you look, their hard hat is actually taped on this person's, you know, suit. Supplied air. So a lot of safety precautions for that kind of confined space work.

We also removed various debris that ended up underneath the steel plates that Neal mentioned before. And if you move on to slide 22 you see an example of the steel plates being removed from one of these shallow bays. And although it's a little hard to tell here, these weren't steel plates like a half inch thick steel plate, these were inches thick. And they had grooves in 'em that actually sloped in, so the cross-section was sort of a triangle, and they would have various jigs that would fit in that, and they would slide these things back and forth as needed in order to fit the piece of -- whatever the steel was that they were working on. Quite an elaborate setup for all that steel work. And these steel plates were in a number of places within Building 680 and a number of places within a lot of the other major industrial buildings within the island. We also removed debris and did some backfilling of some of the deep maintenance bays. The photograph here on -- what is it, slide 22? -- this one here. This is an example of one of the shallow bays. There are other deep bays that were more on the order of six to eight feet deep, and there were -- they're just debris. You can see from some of these photos -- like right here -- these little inspection ports that were about that big, and it's amazing how much debris and junk got down just --

CO-CHAIR HAYES: Any good stuff?

MR. FARLEY: No. No. And I mean people were looking, but no. And nothing in the utility vaults or anything else.

MR. COFFEY: No quarters.

MR. FARLEY: But you get an idea -- what's that?

CO-CHAIR HAYES: That's what I was saying, no quarters.

MR. FARLEY: No, actually no quarters.

MR. COFFEY: Wait a minute, there's a hesitation there. Cover up.

MR. FARLEY: So and then -- so moving on to slide 23. This is one of the shallow bays. This didn't have any steel plates on it, but this had some bolt structures -- I don't know what you call them -- but some heavy bolts that actually tied down the equipment. I don't know if anybody was in Building 680 right after the Navy transferred, but before the Dove bid -- I don't know how many people remember the Dove bid activity.

CO-CHAIR HAYES: Oh, yeah.

MR. FARLEY: But there was some gigantic pieces of equipment in these buildings, gigantic. They would dwarf this room. And so in a number of these places these big pieces of equipment sat down in these shallow bays. And so what we're doing here is we've cleaned it, and now we're going in and pouring some controlled low strength material, CLSM or concrete, I guess, for a non-engineer, not construction guy. And so that's what's going on here.

And then moving on to slide 24, I have to apologize, I actually have a typo on slide 24. This is -- well, Michael was going to bring it up, so I figured I'll bring it up to, you know, take away. This is a slide actually of existing or completed work, not future stuff. And you'll see at the bottom it's repeated on the next page. So -- and as embarrassing as it is, I didn't want anybody to be confused.

So slide 24, this is actually work we've completed, and ignore this one because it's on the next slide. So in addition to all the work that we've -- that I've talked about, and the various photos

that I've shown so far, we've removed a hundred tons of sediment from one of the deep bays. That's a lot of stuff. Continuous perimeter air monitoring while all this work's going on, Neal mentioned that -- how important the air monitoring and the air quality was. So that occurred. And then we tested and removed 180,000 gallons of water from these various pits. Not exactly a small quantity of water.

And so what's coming up is we're going to be installing -- as Neal mentioned, we're going to be installing the four to six inch concrete cap over the entire floor of the building. And then up in some of the mezzanine areas we're going to be putting epoxy coating over the floor space. And then following that, those construction activities, we'll prepare a report, it's called a Site Characterization and Cleanup Action Summary Report submittal to the agencies. We've done this a lot. The agencies have been very good about getting us comments quickly on those. This one's going to be a little more complicated just because there are on the order of almost fifty sites inside this building. There will then be two land use covenants; one prohibiting sensitive uses within IA-C2; and the other to ensure that the encapsulated sites are properly maintained. The latter will have U.S. EPA and the City as third party beneficiaries in accordance with the CA/FO, or the Consent Agreement/Final Order with the U.S. EPA. And then as we move along, we'll make sure that we keep the RAB apprised of the progress we're making. And with that, we'll take any questions.

CO-CHAIR HAYES: Nice photo, Steve.

MR. FARLEY: This is -- I don't know if anybody saw this, but Lennar lit up the whole east side of the island one night, and I think it happened to be the night of a RAB meeting, and -- so anyway, kind of fun. So, Myrna.

CO-CHAIR HAYES: Slide 24. Where -- you should use the microphone. Slide 24, where -- what is removal of approximately one hundred tons of sediment from one deep maintenance bay.

MR. FARLEY: Big bay.

CO-CHAIR HAYES: Yeah, what's -- what was the sediment? Why --

MR. FARLEY: All kinds of stuff. Some of these -- some of these bays are actually, they don't have a concrete bottom --

CO-CHAIR HAYES: Yeah.

MR. FARLEY: -- they actually have dirt in the bottom. So there are different kinds of bays, different sizes. There are -- I forget the exact number. Let's go back to the slide. There are five deep maintenance bays, and those maintenance bays are fairly deep, fairly large, and just a lot of sediment that had to be removed from those bays. Some of the sediment in there was material that just got sort of kicked around. Sediment might not be the technical term. Different kinds of just material that would be tracked across the floors, incidentally knocked into those things from those portholes that I was talking about. They also had to lift those plates up once in a while to do maintenance on 'em. And it's just incidental stuff that ended up --

CO-CHAIR HAYES: A hundred tons of incidental stuff?

MR. FARLEY: A lot of stuff. Yes.

MR. OUSEY: Where did you remove it to?

MR. FARLEY: It went off-site to a landfill. To be honest with you, I couldn't tell you which landfill, but it went off to a landfill.

MS. D'ALMEIDA: Kettleman.

MR. FARLEY: What's that?

MS. D'ALMEIDA: Kettleman.

MR. FARLEY: Yeah, probably.

MS. D'ALMEIDA: If it had PCBs in it, it was part of the PCB abatement.

MR. FARLEY: Yeah.

CO-CHAIR HAYES: All right. So you just dug down to China and then just one day you just stopped, or what?

MR. FARLEY: It depended on the --

CO-CHAIR HAYES: It was based on confirmation sampling?

MR. FARLEY: Yeah. It's all very complicated. The CA/FO and the consent agreement --

CO-CHAIR HAYES: Oh, that's terrible.

MR. FARLEY: I know. I know. It's very complicated. There's lots of arms and legs. There are different requirements depending on whether it's the default SER's, the alternative SER's. If it's 8B-1 or 8B.2. And in some places it was covered by the consent agreement and not the CA/FO. Sometimes you have to have a maximum of a certain number if it's a low occupancy area, and a different number if it's a high occupancy. And if there's an ML -- a fence with an ML mark. Lots and lots of sort of minutiae that has to be sort of worked out with the agencies. So -- Yes, Carolyn.

MS. D'ALMEIDA: Myrna was specifically asking about the deep bays. Is that the site that had the hundred, the cleanup goal for PCBs was a hundred milligrams --

MR. FARLEY: Yes.

MS. D'ALMEIDA: -- per kilogram?

MR. FARLEY: That -- I don't know -- I'm sorry.

MS. D'ALMEIDA: And I think what Jillian told me was you got it way down really low, if I recall.

MR. FARLEY: And I don't have -- I didn't go back and look at all the data.

MS. D'ALMEIDA: Yeah.

MR. FARLEY: But one of the things that we had to do was comply with certain maximum requirements for that bay. And this isn't a typical, you start removing sediment and that next thing you know you have sort of a step function because a lot of times that contamination is only in the upper foot, two feet, five feet. And once you get below that level, then the concentrations drop pretty readily.

MS. D'ALMEIDA: Well, I was just going to say that Jillian took me inside Building 680 just like a week or so ago, and it looks nice. You guys have done a great job in there. I mean, it's

like a completely different building. And, I mean, it's going to be a nice piece of industrial property when you guys get done with that.

MR. FARLEY: Well, thanks, Carolyn. I think the thing that was most striking was once those wood blocks got removed.

MS. D'ALMEIDA: Yeah. And the concrete holes got filled in.

MR. FARLEY: Yeah.

MS. D'ALMEIDA: It's like a completely different building.

MR. FARLEY: Yeah.

MS. D'ALMEIDA: I wanted to ask you to elaborate more on the lead based paint removal because I'm not privy to what's been going on with that. So what have you been doing with the lead based paint removal in the building?

MR. FARLEY: I think Neal can address that, or would like to.

MR. SILER: I'm not sure exactly what you're asking.

MS. D'ALMEIDA: Well, you mentioned lead based paint removal was going on, so how extensive is that removal?

MR. SILER: What we did in that building was actually just removed the lead based paint that would be in the way of CH2M Hill's PCB cleanup for the site. So basically what we've done is taken everything that's probably about -- up to about six to eight feet off the floor, but nothing anymore higher than that in the other rooms. So it's not like we took it off the ceilings or anything else like that.

MS. D'ALMEIDA: Okay. So you're really looking at what's accessible. And you were looking at it, you were removing it because it might have PCBs, or were you removing it because of lead?

MR. SILER: It didn't have PCBs, we were removing it because it had lead. Then we --

MS. D'ALMEIDA: Was it peeling?

MR. SILER: Yeah, it was delaminating.

MS. D'ALMEIDA: And is there any peeling that's higher than eight feet off the floor?

MR. SILER: Not that much that's on the girders themselves. Now, there's a couple of the mezzanine rooms we went up into in some of the higher floors, and we actually took it off entirely in some of these rooms. Now, I can't tell you that we took everything off in every room, but what we were trying to do was actually facilitate this so that we could get CH2M Hill in there to be able to do their cleanup. And that was the goal of doing this type of removal at this time.

CO-CHAIR HAYES: So you didn't encapsulate whatever got left?

MR. SILER: Not yet.

CO-CHAIR HAYES: You just --

MR. SILER: Not yet.

CO-CHAIR HAYES: And how did you remove it? Scraping?

MR. SILER: Scraping it off. It's by dry means is how we did it.

CO-CHAIR HAYES: It wasn't water spray?

MR. SILER: No, it was watered down and then we scraped it off.

CO-CHAIR HAYES: So it was kept wet while you were scraping?

MR. SILER: It was kept wet. But we didn't do anything, it was just mechanical with hand, with people doing it manually.

CO-CHAIR HAYES: No chemical stripping.

MR. SILER: No chemical, no stripping, anything else like that.

CO-CHAIR HAYES: Back to your question or your bullet points here; tested, removed, treatment -- maybe treated? -- and discharged as necessary, approximately 180,000 gallons of pit water. Well, like, where was that? Where did the water come from and was it groundwater?

MR. FARLEY: No, it wasn't groundwater.

CO-CHAIR HAYES: Was it roof leaks?

MR. FARLEY: This water ended up decades and decades of accumulation of water.

CO-CHAIR HAYES: Ancient water?

MR. FARLEY: Ancient water. I mean, not ancient, not as old as I am, but old water. The water didn't come in, there's no evidence this stuff came in as groundwater. The soil on the bottom of these, of the pits, where there was water sitting in there, typically you had a concrete bottom. When you remove the water and got down to the sediment for those that had sediment bottom, even though the soils were moist, there wasn't water flowing into these pits. So it's just a long -- a long period of accumulation of water. I mean, you can see here how dry that is. And you can also see here down underneath there's, it's -- although it's not, water's not sitting in there, there's lots of liquids that have come and gone. You can see all the staining and stuff. And over the years water just accumulated in these bays. Nobody went down in these bays. These weren't accessible bays. They were just simply structures.

CO-CHAIR HAYES: That held the --

MR. FARLEY: That held the steel plates; right. And my suspicions are -- although I don't have this recorded anywhere, my suspicions are they just wanted someplace for the stuff that was, that they were working with to just get out of their way. Those ports were probably to pump stuff out as those things started filling up, because a lot of these milling machines, they used water or solvents or something to cool the equipment -- I'm getting nods in the back room there. So the stuff just accumulates over time.

MR. COFFEY: Plus a whole lot of guys spitting on the floor.

MR. FARLEY: It was water, okay, Michael, it was water.

MR. COFFEY: Yeah.

MR. FARLEY: Yes, Chris.

MR. RASMUSSEN: Steve, I have a concern about these bays. Are all -- are all the bays, the shallow bays, have they all been or will they all be filled?

MR. FARLEY: Yes, they're all going to be filled. They're all going to be -- all of these are going to be encapsulated so there will be a flat floor in here when we're done.

MR. RASMUSSEN: Was there any thought that the loss of these bays is a loss of industrial potential for this building?

MR. SILER: You know, we had looked at that, but those bays were for very specialized pieces of equipment. And if you ever go -- and it was like a certain piece of equipment that they had in mind that they had in there. If you ever go back -- and one of the things about this building, it's one of the movie stars on the property because it was actually used in the Eddie Murphy movie "Metro" in the final scene in the movie. And if you look at some of the equipment in there, it's very specialized, like when Steve was talking about the bolts, they had it set in mind for some certain piece of equipment that they actually built and set up in the bay. So it's real hard to try to figure out and find another piece of machine that can actually go back in that bay. The other problem is manufacturing in the United States, it's very difficult to find anybody who does this type of manufacturing in the United States anymore. And so whether that, you know, it's going to be used for that industrial -- specific industrial purpose, you know, as far as with the heavy machining, heavy tooling that they did back in those times, it's really just too hard to say right now.

MR. FARLEY: And, in fact, one of the things that -- it's hard to tell from just these few photos. But a lot of these bays all had some sort of physical relationship to one another, and it was based on the flow of the work. The jigs were nearby -- in some places were nearby some of the deep bays or the shallow bays. So it wasn't sort of a random just a number of these things that would be convenient to some other use, it was a very, very specific kind of flow of the material and equipment from one point to another and out the door as a submarine.

MR. RASMUSSEN: Another question. The bays that had the thick steel plates in them, what became of those steel plates? Were they replaced or --

MR. FARLEY: No, they were --

MR. SILER: These here.

MR. FARLEY: These were encapsulated. They became part of the encapsulation surface. So the bays were completely filled in below, the plates were left in place, and then the concrete is going to be put over the top of them. And one of the reasons is those plates are incredibly heavy, they're hard to move around, and the way the floor is set up, the decision was made to leave them in place. It was thought that it was the best way to just leave this stuff all in place instead of having something moving around later on because you've changed the loads on the floor in one small area. So the plates are being left in place, and they're being filled in from below, and then, as Neal said, a four to six inch concrete cap on top.

MR. RASMUSSEN: Okay. Thank you.

MR. KARR: Neal, you mentioned encapsulation, land use covenants once the cap is in place. What would be general language or help me understand what that would mean.

MR. SILER: Well, what it would mean is that you aren't able to disturb that encapsulating surface unless you actually run a plan by the regulatory agencies and get their buy-off on how

you're going to actually deal with any kind of waste that's produced, or any exposure pathway after you take that encapsulation material off. So what's going to happen here is there's going to be some maintenance of this cap, it's going to be inspected on an annual basis, going to make sure that the cap's integrity is intact as you move along. If there's any cracks in it, you're going to have to repair those cracks as you go along. If there's any kind of heavy maintenance in the future where you have to replace certain things, you're going to have to let the agencies know, go ahead and replace it, but you want to keep that cap in place to actually remove that exposure pathway, to make sure people aren't being exposed to the PCBs that are below this. Because I had mentioned we're not cleaning these sites up to the .74 milligram per kilogram. There's just too much in this building to try to clean up to do that, so we're putting the cap there. That's basically it in a nutshell.

MR. KARR: Well, my concern is not releasing the beast, but it just seems to be -- seriously encumber industrial reuse of a major building like that if you can't bore holes in the floor.

MR. SILER: You can do that.

MR. KARR: But there's mechanisms in the regulation to allow somebody --

MR. SILER: That's right.

MR. KARR: -- I want to put up a new crane, I need to bore.

MR. SILER: That's right.

MR. KARR: It's just one more step.

MR. SILER: It's just one more step you have to do.

MR. KARR: All right. And I had another one, you mentioned roughly 2,000 fluorescent tubes in here, and slide 16 shows a barrel with some waiting for disposal. You're not disposing of all the existing tubes; are you? I mean you're talking --

MR. SILER: All the ones that have PCBs in them we are.

MR. KARR: How do you define that there's PCBs in a fluorescent tube?

MR. SILER: What will happen is that after 1979 they started manufacturing tubes that said no PCBs on them. And most of these are before that time period, so it doesn't say anything like no PCBs on 'em. So we're going to assume if we don't have that, that they're going to have PCBs because we have to dispose of the stuff properly. You can't just take it and throw it in, you know, the dumpster or bin or anything else like that. We want to make sure we have a paper trail that documents that all these are disposed of properly.

MR. KARR: Well, it seems prudent to just -- it seems --

MR. COFFEY: What a waste.

MR. KARR: Yeah, actually. As long as they're still working, and I understand they can break, and that's when they enter the atmosphere and those things, but just one more significant expense that I'm paying for.

MR. SILER: Russ, did you have a question first?

MR. FARNELL: Yeah, I have a couple of real quick ones, I'll try to speak up or I'll come to the mic.

CO-CHAIR HAYES: Go to the mic. Here. Here. Here.

MR. FARNELL: So did I understand, Neal, that these bays have been filled up, or they're about to?

MR. SILER: They have been filled up.

MR. FARNELL: All done?

MR. SILER: Yeah.

MR. FARNELL: The reason I'm just thinking is you mentioned a few industries, very few, would use bays like this to do their manufacturing, repair, whatever. And it just came to mind that if they could still be dug up or whatever, there may be some industries back east that were looking for space that might be able to use these things. Because I know our ultimate goal here on Lennar is to get somebody in here.

MR. SILER: That's correct.

MR. FARNELL: And I just thought if somebody marketing could do the quick advertising and say it's available. You get the idea?

MR. SILER: Sure.

MR. FARNELL: I just wondered if that thought ever came across Lennar.

MR. SILER: Diji.

MS. CHRISTIAN: I want to refer to page eighteen, Steve -- Mr. Farley, I should say. At the bottom it refers twice to a slurry mix, and I wondered if you can tell me what is in that, and what purpose does it serve? Because it looks like everything has been pretty well cleaned and removed by the time you get to that. What purpose does that serve?

MR. FARLEY: It's basically concrete. It's basically concrete slurry that gets pumped in there and then it hardens. And then you can use it as a stable surface to work on.

MS. CHRISTIAN: Thank you.

MR. COFFEY: You guys were talking about epoxy floor coating.

MR. FARLEY: Yes.

MR. COFFEY: Is that also part of the encapsulation process or is it just a safety floor?

MR. FARLEY: No, there's a very prescriptive requirement for the epoxy coating.

CO-CHAIR HAYES: Two color.

MR. FARLEY: Myrna, can you give us the specifics? Michael would like the specifics, can you? You know it.

CO-CHAIR HAYES: Sure. Well, like you put one color, it's like purple, and then the top color is white, and then when it wears to the purple it's time to put some more white on.

MR. FARLEY: So the requirements, the regulatory requirements are two coats of contrasting colors --

MR. KARR: (Indecipherable.)

MR. FARLEY: Use the microphone, Jerry.

MR. KARR: I was using acronyms.

MR. FARLEY: What it comes down to is you have to have, there's a -- it's not paint, it's epoxy, which is very, very durable relative to paint. And you have to have two colors contrasting, or two coats of contrasting colors. And before you can put that stuff down, you have to do a very, very thorough job of cleaning the accepting surface to make sure it adheres. And the stuff is obviously very durable. But the two colors is to, like Myrna said, make sure that when it does wear through the first, you do know about it.

MR. COFFEY: And since I'm a flooring guy, is it an anti-slip surface? I mean you're talking about industrial use people walking on it, materials being done, is it a slippery surface? I mean if it gets wet, are people going to fall on their butts?

CO-CHAIR HAYES: Is that an acronym?

MR. COFFEY: It's B-U-T-T-S.

MR. SILER: It's not a slippery surface. In fact, we make sure it actually has like a sand, so it's a texture tactile thing. In fact, even the concrete floor itself, because we did some test pours in there where we didn't kind of broom finish them at all, and if they get wet, they're slicker than you can believe. So everything on the concrete floor has a light broom finish so that you have this light tactile, so you're not going to be slipping all over the place.

MR. FARLEY: In fact, I have some of those. I didn't bring 'em tonight, but I have some photos showing the broom surface.

MR. COFFEY: Being done?

MR. FARLEY: Yeah.

CO-CHAIR HAYES: In that epoxy, if you had, at least as I recall in like painting decks and things like that, if you put in a abrasive --

MR. COFFEY: Play sand.

CO-CHAIR HAYES: -- play sand, you actually speed the rate of wear.

MR. SILER: Yeah, it has -- like -- a little bit of a, of a, you know, surface to it or something that's in there that keeps it from being really slick, cause, as Janet can tell you, we've walked into some of these places, and you don't slip and slide all over the place. You look at it and you think you're going to slip and slide the minute you get on there, but it just has some sort of a material in there that prevents you from doing that.

CO-CHAIR HAYES: Cool. All right. Well, we'll look forward to seeing this building on our next outing, huh?

MR. SILER: Right, you get to walk all around in it.

CO-CHAIR HAYES: Yeah.

CO-CHAIR BLOOM: All right. Thank you, Steve and Neal. We'll move into our first public comment period. Any public comment first go round?

(No response.)

CO-CHAIR BLOOM: All right then. We'll go ahead and take our break.

(Thereupon there was a brief recess.)

IV. ADMINISTRATIVE BUSINESS (Myrna Hayes and Michael Bloom)

CO-CHAIR BLOOM: All right everybody. Let us get into the second half. Okay. First on the agenda is administrative business and announcements. I would ask if you have any comments on the minutes, please get them to Myrna or myself. That would be the February minutes. Any other announcements, Myrna, at this point?

CO-CHAIR HAYES: (Shook head.)

V. FOCUS GROUP REPORTS

CO-CHAIR BLOOM: Okay. We'll go into focus group reports. And first is community. Wendell is not here. So, natural resources, Jerry.

a) Natural Resources (Jerry Karr)

MR. KARR: Nothing to report.

CO-CHAIR BLOOM: Next is the technical, Paula.

b) Technical (Paula Tygielski)

MS. TYGIELSKI: I have nothing to report except to thank you, thank you for the picture of the ship.

CO-CHAIR BLOOM: You're. Welcome. Gil, the City report.

c) City Report (Gil Hollingsworth)

MR. HOLLINGSWORTH: Nothing to report.

CO-CHAIR BLOOM: Steve.

d) Lennar Update (Steve Farley)

MR. FARLEY: Nothing.

(LAUGHTER.)

MR. FARLEY: Thought I could get away with it.

MR. KARR: Nice try.

MR. FARLEY: We have an eleven by seventeen handout, let's start with the photo because that's where everybody goes anyway. Up in the upper right corner, this is the Triangle Area, the area between Dry Docks 1 and 2. I showed a photograph, I think, last time. This is some additional work we're doing. We're really getting close to buttoning that up. And, you know, when we think about pavement, a lot of times we just think about pavement. Well, this area is --

(LAUGHTER.)

MR. FARLEY: Well, as in lower case P versus an upper case P.

MR. COFFEY: I have to do that late at night.

MR. FARLEY: Don't use the mic. This is very -- this area is going to be very heavily trafficked, and so the point is -- all joking aside -- the point is that there's very specialized pavement being

laid down. We've also got the crane rails out there. There's a lot of very important future uses of that that we have to pay attention to when finishing up that encapsulating surface.

In the upper left corner, a couple of drill rigs that we recently used at IR-15. IR-15 is shown over on the right-hand side at Building 101. And Building 101 is in the background of the lower photo. That's an auger rig. That rig could also be used for rotor drilling, but we were using that as an auger rig to put in a couple of monitoring wells. You get a scale for the size of that rig adjacent to Building 101, and then you look at the other rig in the upper left corner, we're actually inside Building 101. So this is what's called a Rhino rig. It's track mounted. All of the super structure folds over, and we actually drove it in one of the double doors on the side of Building 101. So just a simple way of showing some of the complexities in getting some of the work done, in putting in wells, particularly, at that particular site.

In terms of the site closures, not a whole lot of change in the number of closures. If you look at the significant upcoming documents, two that I'll point out. There's an IA-C1 and IA-H2 Implementation Reports. Those are the reports that basically summarize all the work that's been done, all the closures. And the goal is to submit that, have the agency review it, finalize it, and then finally get no further action certification from State of California.

One other thing to point out here is the area labeled B.1, which is also called the Crane Test Area, the color of that has now changed from the investigation stage and the feasibility study stage into the remedial action. And what's important about that is we're making progress on the Crane Test Area. The FS/RAP has been approved. And we're moving now towards a document called the Remedial Design Work Plan, or RDWP, and that document will be, it's being prepared now and will be submitted soon. So those are the big things. I'd be happy to answer any questions.

MR. FARNELL: Back on B.1, can you tell us, is that going to hold up opening up Azuar Drive?

MR. FARLEY: Azuar Drive will -- it will hold up a portion of Azuar Drive. The boundary of B.1 extends to approximately the middle, not quite the middle, but it extends almost to the middle of Azuar Drive. And that area is going to be -- there will be excavations done. Then the area up to the east side of the road will have a three foot cap, and then there will be another asphalt surface that will be the other part of the cap that will be on top of the current Azuar Drive alignment. So the short answer is yes, it will at least hold up opening a portion of Azuar Drive. I don't know if they're going to keep the whole thing closed, but certainly the east side of Azuar Drive will remain closed. And that work is beginning probably later this summer or early fall.

CO-CHAIR BLOOM: All right. Thank you, Steve.

MR. COFFEY: Wait, there's one more question, Jerry.

MR. FARNELL: I'm up here about -- oh -- at least once a week, every two weeks here, and the flashing sign there at Azuar means I get to bump over Walnut Avenue for several or four more months, and it's a pain in the -- well, whatever, anyway. But it would sure be nice to have that cleaned up fast for the residents, I'm sure, that are moving back there. And that's basically it, cause then I also gotta run right by the police department there, and that's no fun.

MS. NAITO: Slows you down.

MR. COFFEY: Guilty conscience.

CO-CHAIR BLOOM: Okay. Thank you, Steve.

e) Weston Update (Cris Jespersen)

MR. JESPERSEN: Partially answering that question, part of that Azuar Drive shutdown has been Weston's issue here and that's because it's been raining and raining and raining and raining, which is -- we had a bunch of water in the area that we've excavated and backfilled, and now that we've had some dry weather and we've been actually able to get the site dried out, we've had to go back and rework some of the backfill. I'd defer to Dwight, but we're hoping to have the paving done out there in a couple of weeks.

MR. GEMAR: If the weather holds up.

MR. JESPERSEN: So that part of Azuar should be taken care of if the weather cooperates.

CO-CHAIR BLOOM: Go ahead and continue, Cris. Weston update.

MR. JESPERSEN: Sorry, didn't mean to jump in there, Michael. We've also got a handout for everybody. And we'll start off with updating on the progress of the Sanitary Sewage Treatment Plant Outfall. The field cleanup work has been completed, and the sediments that we had in containers stored have been disposed of off-site. And Weston is currently making some revisions to the Remedial Action Completion Report based on the Navy's comments to us, and then we will incorporate these comments, and then submit the reports to the agencies for their review. And the remedial action should complete the cleanup for the site that was specified in the 2002 Remedial Action Plan for the Western Early Transfer Parcel.

Next up is the Investigation Area H1 containment cap. And Weston has completed placement and grading of contaminated soil within the containment area, which is a big milestone. The fill is now at the design subgrade elevations, and we are currently importing clean soil to provide the cushion layer, which is one foot between the contaminated soil subgrade and the geosynthetic cap. Installation of the geosynthetic materials is going to begin on April 5th. And once the geosynthetic layers are installed and tested, there will be a final two foot cover of clean soil installed over the layers. And we're hoping to have the installation of the soil cap and cover completed in mid-May, which will be a significant milestone. And you can see we're doing some of the final grading before we place the geosynthetic layer.

I also have an update on the work that we've been doing in the Western Magazine Area. Weston completed hand excavation of 330 magnetic anomalies along the perimeter of the four tidal wetlands that are within the Western Magazine Area. The investigation of these anomalies began on February 22nd and was completed on March 5th. And we did not find any munitions or explosives of concern items or radiological items. We only found three inert munitions debris items. And the majority of the anomalies were either scrap metal, utility pipelines, or asphalt. So based on what we found, it does not appear that the wetland areas were used for the disposal of MEC from the adjacent upland and wetland areas. And all the upland portions of the Western Magazine Area have been previously investigated, and whatever MEC items that we detected were removed. So we've got a Munitions Response Action Completion Report, and a conceptual site model for the MEC items currently being prepared. The document will contain both the recent and prior investigations and removal actions, which have substantially reduced the risk posed by MEC items in the Western Magazine Area and adjacent IR Site 05.

And then, finally, Weston completed a two foot deep excavation in late March at the Horse Stable Area. That's also located in the Western Magazine Area. The excavation was performed under the current Time Critical Removal Action that was approved for the Horse Stable Area.

The excavated soil contained mercury concentrations that were safe for humans, but exceeded the risk based criteria for ecological risk receptors that were recently developed as part of the Western Magazine Area/ IR-05 Remedial Investigation Report. And approximately another 1,000 cubic yards of mercury impacted soil were transported and consolidated in the Investigation Area H1 Containment Area. And this was the final addition of soil to the containment area. And the Horse Stable Area at the Western Magazine Area does not have a history of MEC, and no MEC or inert munitions items were observed during excavation. And right now the post excavation soil confirmation soil samples will be -- the data from those will be incorporated into the Western Magazine Area Remedial Investigation Rreport. And at the bottom right you can see a photo of the area being excavated. So that's what we've done in the last month. And if anybody has any questions, I will try to answer them.

MR. KARR: Maybe I didn't get it in your talk. You excavated two feet, and then did your backfill with clean or just removed?

MR. GEMAR: We haven't backfilled yet, Jerry, we've got to wait for sample results. But we're anticipating that those will be clean, and then we'll backfill it up at a later date.

MR. KARR: Okay. Thank you.

CO-CHAIR BLOOM: Thank you, Cris. Next is the regulatory update. Janet.

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

MS. NAITO: Let's see. I'd like to report that I am all caught up on the Navy's stuff through 2009 now. Lennar's stuff and Lennar CH2M Hill, unfortunately I still have two documents left to deal with from 2009, but I think I'm doing pretty good. I've caught up from 2007 through 2009 now. So that's where I am.

MR. KARR: That's a lot. That's a lot.

CO-CHAIR BLOOM: Okay. Elizabeth, Water Board.

MS. WELLS: I sent an e-mail to Paisha to see if he had anything he wanted to say, and he did not respond. However, he did send a postcard to my children. So I will try again to see if he has any words of wisdom for us from New Zealand. Let's see. I've reviewed a lot of reports from the Navy which are listed in their Navy Monthly Progress Report, and wrote a few letters with comments. The one thing that I wanted to mention is I'm working with Weston to get closure of two underground storage tanks that I think have been hanging out there for a while.

CO-CHAIR BLOOM: Carolyn, EPA.

MS. D'ALMEIDA: Okay. Well, I'm almost caught up on the PCBs. This week I'm working on looking at the Draft FOST for transferring the Former North Building Ways and the other parcels that the Navy has at the outfall. There are certain parcels in the Western Magazine Area and the Horse Stables Area, and I'm looking at that document this week. And that's about it. But just talking to Diji, I was reminded I should put in a notice that if you're coming to the Daffodil Tea on the 25th -- is that right? -- of April, you can come hear my chorus performing at St. Peters Chapel. So you can come and hear us sing. If you happen to be coming, that's another reason to come.

MR. FARLEY: Let's put it on the agenda for the RAB.

MS. NAITO: I want a preview.

MS. D'ALMEIDA: Actually you can get a preview.

CO-CHAIR HAYES: You can sing now.

MS. D'ALMEIDA: No. Go on Youtube, do a search on Vallejo Choral Society, and you can hear the concert that we gave just a couple of weeks ago.

MR. COFFEY: I think we should do a RAB tour.

MS. D'ALMEIDA: We're doing Renaissance music this season. And then in May, I think it's the 22nd, Saturday, we're going to be performing at the Empress Theatre doing Gershwin and Porter, and probably more of the Renaissance music, whatever we've got planned. So anyway, who's next?

CO-CHAIR BLOOM: We are. Okay. Co-chairs report. Want me to go first?

CO-CHAIR HAYES: Yeah.

VI. CO-CHAIR REPORTS

CO-CHAIR BLOOM: Get a breath. I was wondering where those were because you said you were going to have them. Okay. The Navy's report. Our Time Critical Removal Action at the Paint Waste Area is complete. The excavation is going to be backfilled, and pickleweed will be planted as soon as site conditions permit -- Janet Lear's lake is not there anymore. We, as Carolyn mentioned, we continue to work toward the closure of the PCB sites. There's 67 Navy PCB sites. We are fiercely working on the two sites and others on the base. Also at the Defense Reutilization and Marketing Office, the weather kind of helped us out at the -- the weather toward the end of March, which this is the end of March, has allowed the field work to continue. They remobilized and excavated and collected samples for many of the remaining grids. All sidewall samples were taken from remaining grids and are below the cleanup criteria. The restoration of Dump Road began this month in March. And on Azuar Drive, as the site conditions get better weather, that will continue and will end, at least for our part.

Also, I put a little write-up on here on a question that was brought up at the last RAB meeting, that Myrna brought up, having to do with the possibility of the Navy transferring the offshore property to a -- to an environmental cleanup company. I went back and did some investigation on that. And the company's name was or is Environmental Risk Services or ERS. They approached the Navy with the idea or with the concept. And the Navy did have some discussions with them in 2008, and a little in 2009 regarding that. Their concept was that they proposed to us that -- they proposed to the Navy that they can conduct an interim transfer to them, after which ERS would perform all of the environmental remediation in the Offshore Area. And then after they did that, and closure was achieved, then the property would be transferred to the State of California -- as folks know, it's reversionary property. The benefits of that interim transfer would have been potentially to speed up the cleanup and do it at lower cost. And the title while that was going on to the property would have resided in a trust account during the remediation. However, it never took place, it never moved forward. The California State Lands Commission stated that such a construct or that idea was contrary to the California Constitution which barred the conveyance of tidelands to private parties. So discussions ceased and nothing materialized. During that time, however, as everybody is aware, we were working on our remedial investigation with the offshore and are continuing to do so.

If you turn to the back, we submitted fourteen documents, a bundle of documents to the regulatory agencies and other folks this past month since we last met. And got a slew of comments from all three regulatory agencies on documents that we submitted one or two months ago. And we had our BCT meeting today. And I will entertain any questions or comments.

MS. D'ALMEIDA: Did I really give you 24 letters?

MS. NAITO: This year.

CO-CHAIR BLOOM: That's not just this month, that's this year.

MS. D'ALMEIDA: Since January?

CO-CHAIR BLOOM: Yes.

MR. FARLEY: Going so fast even you don't know.

CO-CHAIR BLOOM: Yes, you did.

MS. D'ALMEIDA: Okay.

CO-CHAIR HAYES: Let me see. Can you -- this report that you did regarding Environmental Risk Services, do any of the RAB members remember Mark O'Brien prior to the ESCA? He actually was -- I remember, I think he was Australian or something.

CO-CHAIR BLOOM: He was -- or something.

CO-CHAIR HAYES: Remember? And he was the one who first promulgated the idea to us of a -- he changed from a dirty transfer, which was the common language, to now what we call early transfers. He was the one that really promulgated the idea of ESCAs, to us anyway, here at Mare Island at the Restoration Advisory Board. Now it's interesting. Maybe that was who you were talking about at the last RAB meeting, Gil.

MR. HOLLINGSWORTH: Yeah, it was.

CO-CHAIR HAYES: And I'm still just very curious about what prompted them to propose this to the Navy, this particular property. And as Michael also knows, I was interested enough in this statement, "Benefits of the interim transfer would have potentially resulted in a more timely cleanup and lower cost." And that actually brought up for me some thoughts about, which were, I guess in the next, maybe in May, we're going to work on, is a presentation on the idea that these early transfers actually do result in more timely cleanup and lower cost. These are rather bold statements to make. So it's -- now that we have a lot of experience with them here at Mare Island, I thought it was important for us to learn whether that's actually the case. But do you have any thoughts about why the Offshore Area would have been picked or why they wouldn't have picked a whole bunch of other properties too that the Navy still has?

CO-CHAIR BLOOM: I don't know why. I don't.

CO-CHAIR HAYES: There you go. All right.

CO-CHAIR BLOOM: I don't. But anyways --

CO-CHAIR HAYES: I have a couple more questions.

CO-CHAIR BLOOM: Oh, I'm sorry.

CO-CHAIR HAYES: Go ahead. Go ahead.

CO-CHAIR BLOOM: Well, what I was going to say is Myrna brought up the part about the early transfers, and both early transfers, the first one in the Eastern Early Transfer, and the second one for the Western Early Transfer, there's going to be, in the May RAB meeting we're going to make that the agenda item to have a presentation on all of those. And it will be given by the Navy and Lennar and Weston.

CO-CHAIR HAYES: Great. So I'm glad that topic came up. In your comments that you got letters or comments on draft area -- speaking of that Offshore Area, Draft Investigation Area K, Remedial Investigation, you got comments back from, it looks like, the Water Board and DTSC. Is there a chance we could get -- oh, and also EPA.

CO-CHAIR BLOOM: Yeah, all three.

CO-CHAIR HAYES: Is there a chance we could get copies of those comments? Or maybe I already have? I don't know how those get sent out.

CO-CHAIR BLOOM: If you didn't get them, I'll send them to you.

CO-CHAIR HAYES: Yeah. Yeah.

CO-CHAIR BLOOM: I mean, I can just e-mail them to you. But I don't know if you're on their distribution.

MR. RASMUSSEN: Michael, those things don't get posted on the website; do they?

CO-CHAIR BLOOM: No.

MR. RASMUSSEN: Should they? Could they?

CO-CHAIR BLOOM: I can look into that.

CO-CHAIR HAYES: That's it.

CO-CHAIR BLOOM: Okay. Your report.

CO-CHAIR HAYES: Well, these are -- none of them exactly related to environmental cleanup at Mare Island, but I always like to think that some of you are interested in what we're doing on land that has been already cleaned up or free to be used for public uses. So get out your calendars or those other little things you use, iPads, iPhones, I -- Blackberries, and put these dates on your calendar. April 3 for the -- an Easter egg hunt at Mare Island. Here's some flyers. That's where we -- it was so much fun last year we're going to do it again. We had golf balls, where the kids collect the golf balls and then they do an exchange for Easter eggs. So there's some flyers about that. And then another big date is April 10. That's the second Saturday of April, which is our second anniversary, second year that we've been keeping the south end of Mare Island open, the Shoreline Heritage Preserve on the second Saturday. So second on 2nd. So we'll have some, a cake cutting ceremony and some hikes and walks and hot dogs and, you know, all that stuff. Picnic table restoration and some good things going on that Saturday. Both of those Saturdays, nine to seven. And Daffodil Tea, for those of you who enjoy that little aspect of Mare Island, April 24th, a Saturday, a single tea that day as well as two teas on the 25th, Sunday, the 25th. And that's our tenth anniversary of that tea.

MS. D'ALMEIDA: Oh, wow.

CO-CHAIR HAYES: And the very last thing is if any of you are interested, we still have tickets for a river boat cruise, not a casino, that kind of river boat, let me see. A small, 38 passenger

vessel that is usually in Baja or in Alaska. We have an opportunity to have a cruise on April 28th from nine to three leaving from the Vallejo marina. It's \$60 per person. And we'll be doing -- it will primarily be history between Mare Island and Napa and back. So I'll be on board as one of the guides, but our captain -- jabbering away -- but our captain is really a fantastic, knowledgeable person as well, and just a great fellow. The Delphine will be the boat we'll be aboard. So let me know if you're interested in that. Oh, and if you have -- want posters on the golf ball Easter egg hunt, I have posters.

CO-CHAIR BLOOM: Thank you, Myrna. With that, we'll go into our second public comment. Any public comment? Yes, sir.

MR. FARNELL: Yes, for Mr. Farley, nice pictures there of us drilling inside and around 101. Was this covered in an earlier meeting of what's going on there?

MR. COFFEY: A while back.

MR. FARLEY: Yeah, I don't think there was anything recently, but if there's an interest we can certainly do that.

MR. FARNELL: Well, I'm basically wondering, are we drilling for sampling underneath?

MR. FARLEY: Yes.

MR. FARNELL: Is this is the first time we've done anything like this?

MR. FARLEY: No, there's been many investigations performed at IR-15 over the years. The Navy started investigating IR-15 back in the nineties. And that, the most recent drilling activity was at the request of the agencies to do some additional characterization of some of the constituents in groundwater. And in order to do that we had to work inside a couple of the buildings, and in particular Building 101.

MR. FARNELL: Is that the only building so far involved?

MR. FARLEY: 225, 273, and 101 are the three buildings that are commonly referred to as IR-15. And the primary source of constituents to soil and groundwater in IR-15 was from Building 225. Building 225 was the Northwestern group of buildings. I don't know how well it's depicted on the figure -- let me look real quick. It's -- I apologize, I don't have a better figure. But if you look at the label that says Building 101.

CO-CHAIR HAYES: It's not your fault.

MR. FARLEY: Well, you know.

CO-CHAIR HAYES: That's what you were born with, you know.

MR. FARNELL: So it's adjacent to 101?

MR. FARLEY: It's the two buildings immediately to the north of Buildings 225 and 273. And Building 225 is the farthest to the west. Inside that building was some uses, some solvent uses, PCE was the primary constituent, and it was part of the plating operations that had a chrome dip tank inside that building. And as we understand it, from Navy information, two primary things happened. One is something happened at the location of the dip tank where hexavalent chromium got released into the subsurface, and this was after the installation of the IR-14 industrial wastewater pipeline system. And then the other thing that happened was that there was a release of PCE, tetrachloroethene, that was released from floor drain three. Both of those

structures were inside Building 225. The other buildings that are involved appear to be related to how the contaminants migrated through the soil and/or groundwater from the original sources to downgradient areas.

MR. FARNELL: So what's your estimate of when we'll see a report of what's done here on 101?

MR. FARLEY: You mean for the remediation of the site?

MR. FARNELL: In other words, when you release your findings? When? Roughly when, this summer or spring?

MR. FARLEY: Well, the work will begin probably later this year, and be -- hopefully be finished by early next year. So the report would come out about a year from now roughly.

MR. FARNELL: That's basically it. Thank you.

CO-CHAIR BLOOM: Thanks. Any other public comment? Okay. I have two announcements that I wanted to state. First, the Navy site, the Marine Corps Firing Range, we will be having a public meeting April 21st, so it will be before the next RAB meeting, mailers are going out to everybody on the mailing list and there will be postings, but I just wanted to announce it since I'm here. So that's April 21st, it will be in this building, 7:00 p.m. for a public meeting to talk about the proposed plan for that site. And then my second announcement is that the next RAB meeting I will most likely be out of town so I will not be here, but other folks from my office, Heather Wochnik and other folks, will be here for that. So I apologize. You'll see me in May. Well, actually if you come April 21st, you'll see me for that. Okay. With that, I guess we will adjourn.

MR. FARLEY: Actually I have one other thing. I won't be here at the meeting also, but I am not going to be with Michael, so --

MR. COFFEY: We need life-size cutouts.

(LAUGHTER.)

(Thereupon the foregoing was concluded at 8:57 p.m.)

LIST OF HANDOUTS:

- Presentation Handout – Production Manufacturing Area/ South Shore Area Engineering Evaluation and Cost Analysis (EECA)/ Interim Remedial Action Plan (IRAP)
- Presentation Handout – Building 680 Remediation Status Update
- Presentation Handout – Features within the Eastern Early Transfer Parcel (EETP) – CH2M Hill/ Lennar Mare Island
- Presentation Handout – Mare Island RAB Update March 25, 2010 – Weston Solutions
- Navy Monthly Progress Report Former Mare Island Naval Shipyard March 25, 2010