



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

HELD THURSDAY, AUGUST 27, 2009

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, August 27th, at the Mare Island Conference Center, 375 G St., Vallejo, California. The meeting started at 7:02 p.m. and adjourned at 8:40 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)
- Kenn Browne
- Michael R. Coffey
- Wendell Quigley
- Paula Tygielski
- Chris Rasmussen

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

- David Hodson (CH2MHill)
- Steve Farley (CH2MHill)
- Dwight Gemar (Weston)
- Neal Siler (Lennar)
- Josh Bernardo (Solano County)
- Gil Hollingsworth (City of Vallejo)
- Paisha Jorgenson (Water Board)
- John Kaiser (Water Board)
- Carolyn D'Almeida (USEPA)
- Janet Naito (DTSC)

Community Guests in attendance:

- Russ Farnell
- Wendy Plank
- Lance Burris
- Dijji Christian
- Lester Rich
- Jim Porterfield
- Joe Railla

RAB Support from CDM:

- Carolyn Moore (CDM)
- Doris Bailey (Stenographer)
- Wally Neville (audio visual support)

I. WELCOME AND INTRODUCTIONS

CO-CHAIR HAYES: You know, I was here regularly for, I think, the first six or seven years because my co-chair did not like to speak in front of the public. And then you've had a reprieve for a few years. But you're lucky because I'm going to be the master of ceremonies this evening.

And I am Myrna Hayes, and I am the Community Co-Chair of the Restoration Advisory Board for Mare Island Naval Shipyard, and I want to welcome you this evening.

And to let you know that Michael has some personal issues that prevent him from being up here tonight, and so he's asked me to fill in for him. And I'm sure that you'll help me with that and we'll have a great meeting this evening. So I'd like to just have folks go around and introduce themselves. Members of the public are welcome too, unless you prefer to stay anonymous, we'll respect that as well.

MR. GEMAR: Dwight Gemar with Weston Solutions.

MS. TYGIELSKI: Paula Tygielski from Benicia.

MR. QUIGLEY: Wendell Quigley, Mare Island.

MR. FARLEY: Steve Farley with CH2M Hill.

MR. COFFEY: Mike Coffey from American Canyon.

MS. NAITO: Janet Naito with DTSC.

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

MR. BROWNE: Kenn Browne of Vallejo with the Solano group of the Sierra Club.

MR. JORGENSEN: Paisha Jorgensen with the Water Board.

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

MR. RICH: Lester Rich, Historic Ships Memorial at Pacific Square.

MS. D'ALMEIDA: Carolyn d'Almeida representing Congressman Miller's office -- no, I just took his parking space, that's all -- from EPA.

WENDY PLANK: Wendy Plank, Historic Ships Memorial.

MR. BURRIS: Lance Burris. Actually I am a friend of Mare Island, my mother of 93 is still collecting a pension.

MR. SILER: Neal Siler, Lennar Mare Island.

MR. HODSON: Dave Hodson, CH2M Hill.

MR. KAISER: John Kaiser, Water Board, DOD program manager.

MR. RAILLA: I'm Joe Railla, I'm a resident of Mare Island, and I'm the architect for the U.S.S. Iowa Group.

MR. FARNELL: Russ Farnell, USS Iowa Group HSMPS.

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

CO-CHAIR HAYES: Jim, I was told once by a former Marine that you don't say you're an ex, you say you're a former. I don't know if he learned that in the Marine Corps or from his wife.

MR. COFFEY: Marine Corps.

CO-CHAIR HAYES: Marine Corps, okay. All right. Our first presenter this evening is Mr. Dwight Gemar with Weston Solutions. And you're going to give us an update on the Paint Waste

Area field work. See vehicles out there working and you have people working late, so you're up to something over there.

**II. NAVY PRESENTATION: *Paint Waste Area (PWA) Fieldwork Update*
Presentation by Mr. Dwight Gemar, Weston Solutions**

MR. GEMAR: Yes. Yes. Thanks, Myrna. And again, this is an update for some field work that has just begun at what we call Parcel 16, Paint Waste Area. And it's part of a Time Critical Removal Action that was actually started in 2007 and this particular site caused us some challenges that required some additional planning, and that work is now beginning at that site.

But as a reminder, I think a lot of folks have probably seen part of this presentation before. But the Paint Waste Area site is about a three acre site located just west of the intersection of Azuar and G Street and south of Building 505. It's located in a pre-World War II dredge fill area. And if I get my handy dandy pointer out here, this little diagonal levee road was actually the shoreline in the late 1920's, 1930s, and this area out here was offshore. In, I think it was about 2002, some representatives from actually the U.S. Fish and Wildlife Service identified some paint cans and other related debris items in this area, and that's where it gets the name the Paint Waste Area.

And as part of the Time Critical Removal Action, the plan was to remove some chemically contaminated soil in this vicinity based on some sample results that were taken back in 2003. And in preparation for doing that work, some elevated radiation levels were detected from the ground surface just as we were getting ready to get started. And subsequently, we identified and removed 133 radiological items. And these items were of the type that were normally or are associated with dredge pond outfalls on Mare Island due to the practice of discarding items such as those from ships berthed along the Mare Island Strait and subsequently sucked into the dredging machines and pumped to the dredge outfalls.

And based on a 1939 map there was a dredge outfall ditch that ran along where this road is currently at. So we theorized based on the finding of these RAD items that this area was really a dredge outfall, and it predated the subsequent disposal of other items, including the paint waste. And in addition to the 133 radiological items, we also encountered some Munitions and Explosives of Concern [MEC]. And that required the work to be halted until some additional evaluations were done and evaluations performed and approvals, and as well as to handle the fact that we were looking at a radiologically impacted site. And during 2008 there was a planning process that was undertaken, and the following steps were selected in order to address both the radiological and munitions contamination at this site, in addition to the chemical contamination that was the original objective.

And I'll have some photographs that will explain most of these steps in the rest of the presentation. But to summarize, basically, what we will be doing out at this site is to take a radiation detector and scan the surface, and remove any radiological items that exceed a certain investigation limit. And once those items are removed we'll excavate in one foot depth intervals. And the reason we excavate in one foot intervals is because the detector can only reliably see radiological items to a depth of twelve to eight inches, so we take one foot off at a time. We actually take that material and take it to a different location and mechanically screen the soil or sift it in order to separate debris from the soil. And then we sort through the debris and determine if it contains munitions, and we do that with trained UXO technicians. And then we'll complete - or repeat this process of scanning the surface and excavating in one foot increments and sifting

the soil until we get to a level or depth where we do not detect anymore debris. And then we will perform a confirmation surveys both for radiological items as well as for metal items using geophysical mapping survey. And if we detect any remaining metallic items or radiological items we'll remove those anomalies. We'll also be sampling the soil for radium, which is the primary radiological constituent and also the chemical constituents that were present at the site. And then, finally, we'll, of course, dispose of radiological items. They'll go off island to a secure landfill facility that's permitted for low level radioactive waste. And then the munitions items will be taken to the detonation range at the south end of the island, and they will be destroyed using donor explosives.

And the soil, after it's been sifted and all the MEC and RAD have been removed, will be transported to the H1 Containment Area for placement as subgrade under the engineered cap. So we got started with the field work this month. And as you can see from the dots, we've already collected quite a few additional new radiological items. You know, the red dots are radiological items. The green dots are munitions items. And at least so far it looks like they're relatively ubiquitous across the site.

We have excavated these two little satellite areas here, and we did not find any radiological items or any munitions items in these two grids. And based on the type of debris that we saw there, it doesn't really look like that was part of the outfall debris that we see in this large area. This looks like it was just some miscellaneous dumping of debris that was unrelated to the outfall.

And on the next slide is a sampling of the types of items that our detector is able to see. On the left you can see a small radium -- or a button that contains radium. These are small, luminescent type markers that were common on board ships until, I think, the 1950's. This is a small one, it's commonly known as a cat eye. And again, the radioactive constituent that makes it glow in the dark is Radium 226.

Here you can see -- well, it doesn't really look like a gauge face, but that's what it is, it looks more like a rock -- but it's a badly corroded gauge. And over here you can see the sensitivity of the instrument, it can sometimes detect very small items. In this case it looks like a paint flake that contains radium. So it's very small but still able to be detected. And on the top you can see a list of all the various and sundry items that have been recovered just from the surface. And this is prior to doing any of the mass excavation work.

CO-CHAIR HAYES: Dwight, those are -- the header says recovered RAD items, are the rocks and the ceramic and the wood RAD?

MR. GEMAR: Yeah, they are, they do have elevated radiation levels.

CO-CHAIR HAYES: Okay.

MR. GEMAR: And for example the broken ceramics comes from this doo-dad. The Revigator, of which we found fragments of a ceramic, kind of a crockpot thing. And based on some -- amazing what you can find on the Internet -- but we determined that this is an item called a Revigator, which was a radium ore containing device that was manufactured, I guess, in the early 1900's that was sold to treat drinking water.

I guess you'd fill it with water and the natural radiation from the radium would irradiate the water. And here are the instructions. You fill the jar every night. Use hydrant or any good water. Drink freely when thirsty. And upon arising and retiring. Average six or more glasses daily. And scrub with stiff brush and scald monthly. So apparently --

MR. FARLEY: They mean scald the crockpot not scald --

CO-CHAIR HAYES: And it says San Francisco, California, the manufacturer. Is that where the term it's a crock thing comes?

MR. GEMAR: Don't want to go there.

MS. D'ALMEIDA: So what's that worth on EBAY?

MR. GEMAR: I have no idea. Probably the pieces are not worth much, but unfortunately since they're considered a radiological item, they can't go to EBAY.

CO-CHAIR HAYES: And they can't go to a museum either, huh?

MR. GEMAR: No. And we've also uncovered a few MEC items, not as many as the RAD items. But one of the more interesting items is this six pound cannonball which, as we indicated here, was used in the U.S. and Mexican War, and was actually retired or taken out of service in the early Civil War, which would have been only a few years after the ammunition facility was begun here in Mare Island in 1857. So how this item here got over there is a mystery to me. But nevertheless, it was found. And these other items are more typical World War II era munitions that are more common on Mare Island. So that six pounder was kind of an interesting find.

And once the initial scan of the surface is done then, of course, it's pretty basic, take an excavator and dig a foot, and then did do another scan. And after the soil has been removed and all the RAD items that were detected have been removed, the soil is transported to a separate area, and then we run it through a sifting machine. This is actually looking at the back end of the sifting machine. The excavator here is loading the other side and the soil is processed through a series of screens. There's also a couple of magnets that help to pull out the metal debris. And then the product is this three-quarter inch or less soil that is then transported to the containment area for use as subgrade.

And here's just an example of, as people exit the work area they're checked with a radiation detector just to make sure that they don't have any radioactivity on their gloves or feet. Here's a picture of what a radiation detector looks like. This is a three-by-three inch sodium iodide detector. It's pretty heavy because it has some metal shielding, it's like 30 pounds. And you can see it kind of next to a hard hat about roughly the overall size, and then the meter that's detecting there.

And then I wish I could say we use a high tech Mars Rover to move this detector over the surface, but in reality we use a baby buggy minus the baby. And if you look real closer you can see it better on your handout, the radiation detector sits right here on a little platform just above the surface. It has to be within about three inches of the surface. And then the instrumentation is sitting in a little tray sitting here so the operator, who is one of our UXO technicians, can monitor the readout. And this kind of looks like a Caltrans job, one person working and two watching, but that's part of the drill.

So this is snapshot of the schedule. We started working in mid-August just doing the first scan of the surface and removing the items. And we have about 110 items removed so far. So we've almost doubled the number of items that were originally detected. Two days ago we started the excavation with the excavator, and we hope that we'll be done in mid-October-ish with that work. And then by late October have all of the confirmation sampling and surveys completed.

And then pending Navy and agency review we would hope to begin site backfill, and complete that by Thanksgiving, give or take. And then we'll start work on our completion report after that.

So for the folks that live out here or frequent Azuar back and forth, you'll see our guys out working just west of G Street and Azuar. And we'll be hopefully wrapping that up in six to eight weeks. And I'd be happy to try to respond to any questions.

CO-CHAIR HAYES: Dwight, when you say backfill, what elevation are you going to fill that back up to? Is that seasonal wetlands or --

MR. GEMAR: Yeah, this is actually a little upland area, and it's surrounded by non-tidal wetlands that are primarily dominated with pickleweed. So we're actually going to bring the elevation and leave it about two feet or so below the original elevation. And we'll be planting with some pickleweed, and basically restoring this area here to a pickleweed dominated non-tidal wetland environment similar to the surrounding area. So we'll actually be gaining about three acres of habitat for the salt marsh harvest mouse as part of the restoration activity.

CO-CHAIR HAYES: So is that a Navy mitigation bank credit?

MR. GEMAR: I think it's a freebie.

CO-CHAIR HAYES: Okay.

MR. GEMAR: Any other questions? Okay. Appreciate it.

CO-CHAIR HAYES: Okay. Our next presenter is not me.

MR. FARLEY: It's not me.

CO-CHAIR HAYES: And it's not Steve Farley.

MR. HODSON: I'm not Steve Farley.

CO-CHAIR HAYES: No, we figured that out.

MR. FARLEY: And we're thankful for that.

CO-CHAIR HAYES: Who said that? The presentation that CH2M Hill is going to be giving on behalf of Lennar CH2 is Building 461 Feasibility Study and Removal Action Work Plan. And I'll let you introduce yourself again. I know you did a little earlier during our introductions.

III. PRESENTATION: *IBuilding 461 Feasibility Study/ Remedial Action Work Plan (FS/RAW)*

Presentation by Mr. David Hodson, CH2M Hill

MR. HODSON: Thanks, Myrna. Good evening, everyone. My name is David Hodson, I work with CH2M Hill, I'm the project manager for the Building 461 Area. It's my pleasure today to present the Feasibility Study/ Remedial Action Work Plan for the Building 461 Area.

Throughout this presentation I'll refer to this as the FS/RAW. I don't know if anyone's familiar with the term Feasibility Study/ Remedial Action Workplan. It's actually a document with two different elements combined. It's a Feasibility Study which evaluates different remedial actions for a site, and then ultimately uses specific criteria to select a recommended remedy. The other portion of this report is the RAW or the Remedial Action Workplan. This presents the methodology to implement the selected remedial action.

So the agenda for this presentation is a general overview, which I've just presented. I'll be describing the Building 461 Area. Major events and documents preceding the FS/RAW. Followed by the purpose and the findings of the FS/RAW. A summary of the remedial alternatives that were evaluated for this site, and selection of the recommended remedy. I'll also present the California Environmental Quality Act notice of exemption. Followed by a schedule and the public comment period.

The Building 461 Area is comprised mainly of Building 461. It's located in the northern portion of IA-C1 adjacent to the causeway. The current use, it's inactive, there's no tenant there. And the future land use is commercial industrial. Building 461 was built in 1932. The entire site covers an approximate two acre area, and the building comprises just about an acre. The surrounding land surface around the building is covered with asphalt.

Building 461 was the former Navy battery charging facility or manufacturing, disassembling, reassembling, draining, rinsing, and cleaning. Basically all the battery work went to this building. Also included scrap operations for lead, antimony, and silver plated batteries.

The primary source of the contamination, which is lead in this case, is beneath the building -- is beneath Building 461. It's located within the crawl space below the elevated floor. The contamination is a result of historical leaks from the wastewater pipelines that were underneath the floor. And generally associated with the elbows and in places where you most commonly find cracks in the piping, also around the floor drains in the building. The affected media is shallow soil to a depth of approximately two feet.

I don't know if anyone recognizes this photo of the building. The building is actually just to the south of us. You probably saw it when you pulled in. You can make it out here, you can tell that the building is slightly elevated. And this is generally -- the crawl space is generally located here. I'll have some other photos for you as well.

There are a number of investigations and studies conducted at this site. There were a few investigations starting in 1994, and then through 2003 there was additional sampling. In 2003 there was a small remedial action that was conducted west of the building; it's actually located outside of the building but within the Building 461 Area.

In 2004 a Remedial Investigation and Feasibility Study was prepared for the entire IA, which is - the general geological area is a portion of the whole Mare Island site. This was first where the Feasibility Study for the Building 461 Area was presented. As a result of comments from DTSC, additional investigations were conducted, both in the crawl space of the building in 1998, and then additional groundwater sampling and evaluation was conducted in the area. So the Building 461 FS was pulled out of that report and then re-prepared and developed a new report, which is what I'm presenting to you today in 2009.

The FS/RAW presents the nature and extent of contamination. In this case it's only lead. Lead is the only contaminated -- the only contaminant still at the site that is resulting in elevated risk to human health and the environment. It's again related to leaking floor drains and pipelines beneath the building. The FS/RAW presents results of the Feasibility Study and the ecological risk -- I'm sorry -- presents the results of the Human Health and Ecological Risk Assessment.

Human health is the primary driver for remediation at this site. And impacts to ecological receptors is low. This is mostly because there is no viable habitat. And as I'll present later, the groundwater has not been contaminated by the releases from the building.

The FS/RAW develops, describes, and evaluates the different remedial alternatives evaluated in this report, and then selects the recommended remedy based on a set of criteria that's prescribed by guidelines, CERCLA guidelines. Additionally, as I said earlier, the RAW presents the methodology for implementing remedial action.

So, I said the primary contaminant was lead. There are other metals that have been detected at this site, antimony is probably second in line. 126 samples have been collected from just within the crawl space of the building that were analyzed for lead. Now, around the room up in front, this shows a map of the lead concentrations. Also on the side, if anyone's interested, there's a map that shows where samples were collected and the lead concentrations.

MR. FARLEY: Dave, could you emphasize that the numbers, nobody expects -- we don't expect anybody to read the numbers. Can you explain what the shading is so that everybody understands what they're seeing from afar?

MR. HODSON: Yeah, I'm going to get to that actually in the next slide, Steve, as to what that represents.

So, as I said, concentrations of lead in the soil beneath the building are greater than the cleanup goal, which is 800 milligrams per kilogram, that is the U.S. EPA PRG, or Preliminary Remediation Goal, referred to now as the Regional Screening Level or RSL. Most of the contamination appears within the first two feet of soil at the site. And it covers approximately 7,700 feet, which represents approximately 20 percent of the entire building. Concentrations of antimony are also at levels greater than its RSL. These levels of antimony are co-located with the elevated concentrations of lead, so the remedial action will take care of both those problems.

So, as I said, the source of the contamination was from material that was deposited through the floor drains eventually leaked through pipelines. Now this, because these were battery operations, there was a lot of acids used at this facility. And a result of this was this Battery Acid Precipitate, or BAP, that has accumulated in the crawl space of the building. Now, this Battery Acid Precipitate occurs on soil and on concrete. There is, in addition to soil being at the surface of the crawl space, at the bottom, there's also some portions of the building that are covered with concrete. BAP is absent in a number of locations in the crawl space.

And as expected, there are elevated concentrations of metals, primarily lead in this Battery Acid Precipitate. Lead concentrations have been detected up to 75,000 milligrams per kilogram. So as Steve brought up, there is some shading on some of the figures that I have up here -- it's kind of a greenish-brown shading -- that represents areas where BAP was observed, Battery Acid Precipitate. It's pretty spotty. It's in a number of locations. If you have an opportunity to look at the figure up close, you'll also see that they are in areas where there was piping which was also presented on the figures. This is a photograph taken from within the crawl space. You can see the Battery Acid Precipitate, it's kind of this incandescent, as it appears, white ash. It's it looks very much like ass -- ash.

(LAUGHTER.)

MR. GEMAR: Want to read that back for the record?

MR. HODSON: That's what I was thinking.

MR. FARLEY: He's rarely speechless, okay.

MR. HODSON: You can see in the photograph there's a pipeline. This is connected to a floor drain. There's most likely some cracks along the floor drain, that's probably why we see this material deposited there. These columns are support columns for the raised floor of the building. I'd say if anyone's interested, it's probably about four feet of clearance where this photograph is taken. The clearance can vary from two to four feet throughout the building.

MR. COFFEY: We should go there on our next RAB trip.

CO-CHAIR HAYES: I'd say so. And watch them.

MR. HODSON: This is another photograph taken from within the crawl space. A pretty similar photo. In this case you can see it's actually piled quite high. I believe this photograph was taken in the northern portion of the building. And again, you can see more corroded piping.

MS. D'ALMEIDA: How high is that?

MR. HODSON: This is probably about three feet, this one.

MR. COFFEY: Was that dumped there or it just piled up on its own?

MR. HODSON: Through years and years of acids being spilled and coming through cracks of the pipes, it's just accumulated.

So as a result of the Human Health Risk Assessment that was conducted for this site, it was determined that the lead Exposure Point Concentration for surface soil for lead is 12,000 milligrams per kilogram, and in the mixed zone soil from zero to ten feet is 10,000.

Now, I know I said earlier that the high levels of lead are only in the first two feet, so you're probably asking why is the EPC 10,000 from zero to ten, and again, that's all contributed by the zero to two foot interval. The exposure pathway most likely to occur at this site is from workers entering the crawl space. You know, the crawl space is not used for any other -- or has not been used for any other reason than just to work on the pipelines.

CO-CHAIR HAYES: Well it actually has been used for one other purpose, the island dog had her puppies under that building.

MR. COFFEY: Do they glow?

CO-CHAIR HAYES: It's true. Well, I don't know what color they were.

MR. FARLEY: Apparently she found the right place in the building.

CO-CHAIR HAYES: No, I mean people used to say how could they survive if that was her hangout? Does anybody -- who remembers the island dog? Yeah, see there. Hmm, hmm, hmm. Yeah.

MR. HODSON: Yeah, I think there's actually some cats I've seen run under there as well.

So it appears from sampling that has been conducted at the site and around it at adjacent sites, that the groundwater has not been impacted by these releases. There's a couple of reasons this could occur. One, it looks like the lead contaminated soil only exists within the first two feet. Because this is a covered facility by the building, surface water is restricted from entering the crawl space, and thereby restricting lead migration from infiltration by precipitation. And the groundwater in this area has been approximately six feet below ground surface. So it appears the groundwater hasn't come into contact with the lead contaminated soil.

MR. RASMUSSEN: David, sorry. We've seen in these photographs and you've mentioned it several times about the pipes that run in this crawl space. Where did those pipes go? What was -- where did they end up?

MR. HODSON: That's a very good question. The pipes continue to the north end of the building, and they -- and north of Building 461 is an adjacent site called IR-0720. IR-0720 was the pretreatment facility for the waste generated in this building. IR-0720 is addressed as a different site so it's not incorporated into this remedial action or this evaluation.

MR. COFFEY: David, you said that the building is covered and therefore there's little migration. As anybody who has a home that's on a raised platform or has a pier and post type of house knows, during the rainy season you often get water migration that flows underneath your house. Is there any evidence anything like this has ever happened to this building where water has, during a really wet season or something like that, water may have traveled underneath this building and out into other places?

MR. HODSON: Well, it's a good question. We have not -- you know, we don't enter the crawl space of the building very often. The soil has always been dry when we've entered it or looked in through some side spaces. It is possible, we just have not observed it.

MS. D'ALMEIDA: Have you looked at the grating around the site to see if water would go under it?

MR. HODSON: Yeah. As I said, the entire area around the site is covered in asphalt, and it does slope pretty significantly towards the strait or towards the east.

MS. D'ALMEIDA: Away from the building?

MR. HODSON: Yes.

MR. COFFEY: Towards the strait.

MR. HODSON: Towards the strait, the surface elevation. It's pretty flat. I mean, as we can see outside there, I'd say it slopes from Nimitz Avenue slightly east.

MR. COFFEY: Okay.

MR. HODSON: So one remedial alternative developed in this FS was a no action alternative. Now, this is a baseline alternative used for comparing. It is a requirement under the NCP [National Contingency Plan] process. The other alternative that was evaluated was just using institutional controls. This would include a Land Use Covenant that would be site specific and would restrict use of the building. And also long term groundwater monitoring to ensure that, you know, in the future the groundwater hasn't been impacted. The next alternative evaluated was encapsulation. This would use the existing structure as the encapsulation system. It would involve closing up all the hatches and all the entry points around the building so it would limit any kind of human contact with the contaminated material. And the fourth alternative evaluated was excavation, off-site disposal, and institutional controls. This would involve excavation of the contaminated soil, most likely with the building in place. And we would continue excavation until the concentrations or until the EPC was below the RSL, 800 milligrams per kilogram. The most likely institutional -- or the only institutional control proposed would just be incorporation of the building where the Building 461 Area within the IA wide general institutional control -- general LUC -- excuse me.

So the recommended remedy for this site was excavation, off-site disposal, and institutional controls. This would first involve breaking through the concrete floor most likely with the building still in place, and removal of the Battery Acid Precipitate. Also, it would then include excavation using standard excavation equipment, excavators and backhoes to excavate the lead contaminated soil. It would be transported and disposed of off-site. Because this is lead contaminated soil it would most likely need to go to a class one landfill, most likely Kettleman, and potentially need to be stabilized for lead. And then, as I said before, inclusion of the area within the IA-wide LUC.

Now, a common element of the FS/RAW process is preparation of an initial study. This is an initial study under the CEQA guidelines. However, DTSC evaluated the situation here. And because it was only a small quantity of soil that needed to be excavated -- and I don't think I reported that number -- it appears that it's approximately, based on all the sampling that's been conducted, as you can see on the figures -- and I should have said, on these other figures, these actually show the proposed excavation areas in orange and there's some other hatching that indicates the excavation areas.

Because it's such a small volume, and after DTSC took a look at the site and understood what we were doing, they decided that an initial study was not required, so there would be no subsequent environmental impact reports or negative declaration assessments. Now, the notice of exemption evaluates the potential for negative environmental impacts. DTSC concluded, as I previously said, no significant effect on the environment other than just general safeguards during implementation of the remedial action which includes common dust, monitoring, and other kinds of measures.

CO-CHAIR HAYES: You said you didn't tell us what the volume was, and you didn't.

MR. HODSON: I'm sorry. You're right.

CO-CHAIR HAYES: You showed us a picture, but --

MR. HODSON: Thank you, Myrna, I did miss that. It's approximately 600 tons or about 400 cubic feet.

CO-CHAIR HAYES: 400 cubic yards?

MR. HODSON: Yeah, cubic yards, sorry, 400 cubic yards or 600 tons. And just to follow up, DTSC concluded that the project is exempt from any other environmental review under CEQA for implementation of this excavation.

So down to the schedule and public comment period. The document was submitted to public review on August 13th. The public comment period is from August 17th through September 15th. The document is available at JFK Library in Vallejo. In September we should receive comments, and we'll prepare responses to those comments. And the final FS/RAW would be submitted likely in October. Which leads to implementation somewhere between November of 2009 and February, 2010. Followed by recordation of the IA-wide Land Use Covenant in 2010. And hopefully by early 2011 we have closure of site IA-C1.

I'd just like to thank everyone for being great participants in this presentation. I'd open it up to any questions or comments you may have.

MR. RASMUSSEN: David, again, when this is done, what will be the functionality of this building if its floor is essentially destroyed?

MR. HODSON: The area is to be used for commercial industrial purposes. I believe ultimately the building is scheduled -- or not scheduled, but it's planned on being demoed. After that I really don't know what the planned use of the area will be. I don't know if you wanted to add anything, Neal?

MR. SILER: (Witness shook head.)

MR. COFFEY: David, I understand that there's a controversy about the demolition of this building. Is it going to be demoed or is it not and is it questionable? And if it's going to be demoed why are we going to bust out the floor and do the excavation and then have the building sit there?

MR. HODSON: It's not scheduled to be demoed within the timeframe that we plan on implementing this remedial action, so that is the most feasible and safe method to excavating the soil.

MR. COFFEY: Okay.

CO-CHAIR HAYES: Well, to follow up on Michael's comment. When you smash the floor, I suppose you make way for demolition without actually having to bother to do it.

Public comment period. We put one of these in two times in the schedule, you might note, and that was to accommodate the public. Any item that's not on our agenda, you can bring any topic you like to us, whether we directly have any say about it or not, it doesn't matter, we'll help you find who does. So if there are any public comments? Questions? Nope. All right. Well then, let's take a ten minute break and return at a time that I prescribe.

(Thereupon there was a brief recess.)

IV. ADMINISTRATIVE BUSINESS (Myrna Hayes)

CO-CHAIR HAYES: Okay. We've been called back into business here. All right. Administrative business and announcements. That is Myrna Hayes and Michael Bloom. And Michael's not here, so I think the only administrative business that I would note is that you have minutes. If you see any corrections for those minutes from the past meeting, if you'll get those corrections to either Michael or myself by e-mail or hand write a note to me tonight, hand 'em over, then we'll go ahead and finalize those July 30th meeting minutes. And we'll move onto focus group reports. And Wendell has been working very hard with his community outreach committee, and he has a report, I believe.

V. FOCUS GROUP REPORTS

a) Community (Wendell Quigley)

MR. QUIGLEY: I left it at home, so not at this time. Thank you.

CO-CHAIR HAYES: All right. Well, okay. Maybe we'll have to have a meeting of the community outreach focus group and get some infusion into Wendell's committee.

MR. COFFEY: Yeah.

MR. QUIGLEY: That would be nice.

CO-CHAIR HAYES: That would be nice. Okay. All right. You all for that, Chris?

MR. RASMUSSEN: Absolutely.

b) Natural Resources (Jerry Karr)

CO-CHAIR HAYES: Natural resources group. Jerry Karr isn't with us tonight and --

MR. COFFEY: How is he?

CO-CHAIR HAYES: He worked two days at the Mare Faire on Weston's gator, and he was working, he was doing pretty well, so --

MR. QUIGLEY: I saw him Saturday in Concord at his son's wedding and he was going strong.

CO-CHAIR HAYES: Cool. All right. Then we have a technical focus group committee headed by Paula.

c) Technical (Paula Tygielski)

MS. TYGIELSKI: I don't actually have a report.

CO-CHAIR HAYES: Well, I suppose we'll have to convene a committee, won't we, Paula?

MS. TYGIELSKI: What I do want to say is next meeting I won't be here, I'll be in Illinois.

CO-CHAIR HAYES: Happy, happy, happy time to be in Illinois.

MS. TYGIELSKI: My son is going to be graduating from basic training with the Navy.

CO-CHAIR HAYES: Stanley?

MS. TYGIELSKI: Yeah, Stanley.

CO-CHAIR HAYES: The Stanley?

MS. TYGIELSKI: The Stanley.

CO-CHAIR HAYES: Very impressive. All right. Well, you go, wish him the best.

d) City Report (Gil Hollingsworth)

CO-CHAIR HAYES: City report, Mr. Gil Hollingsworth.

MR. HOLLINGSWORTH: This last week we finished negotiations -- let me go back and say we, meaning the City, BRAC San Diego, Lennar Mare Island, Weston Solutions, CH2M Hill Constructors, and Steadfast Insurance Corporation -- on an agreement, a series of agreements, I think it was five or six agreements for the remediation of the triangle area, which is just north of Dump Road and it's bordered on the east by Azuar. It's a former Crane Test Area. At one time we had fifteen attorneys working on the agreements. I counted 'em one day as I was sitting there wondering, when we were about two and a half hours into a meeting, I was wondering how much I was paying for these. And as I said, it was more than just one agreement, it was five or six agreements that either had to be modified or new agreements written. We had two time limits, which made it much more difficult. We had a beginning time limit; in other words, we had a limit that we had to execute the contract by a certain date so that Weston Solutions could get started on the contract because they have a time limit of closing out the H1 land dump. Anyway, it got done. I at least got my signature in before I went home the other day, and I believe that that is going to be put to bed now, and that contract, Weston Solution will move forward on it.

Just as a quick and dirty on it, it takes the responsibility for the cleanup of the triangle area known as the Crane Test Area, CH2M Hill no longer is the responsible party for cleaning it up

and Weston Solution assumes it. And Weston Solution gets paid out of ESCA East insurance money.

The second thing I had to bring up was for the people here who live on Mare Island or work on Mare Island. There is going to be an extended period of time over the next few months, starting next month, that Azuar will be closed just north of Flagship and probably all the way up here to G Street. And that's going to go on through October. So progress is going to be made but it's going, y'all are going to be going around the different routes for a little while.

That's it.

CO-CHAIR HAYES: One big speed bump there, huh, on Azuar? And am I to take that that when you talk about the Crane Test Area, the triangle, that you've also come to some resolution on the other side of the line on Azuar? Does this include that issue as well?

MR. JORGENSEN: Uh-huh.

MR. HOLLINGSWORTH: It does? Okay.

CO-CHAIR HAYES: Okay. Because that would be good news if Lennar and -- well, that you don't just have to go to the middle of the line in the road and then put some fabric or something there, that you could get that job all accomplished at once. This is good news because I do remember you saying you had about a million -- wasn't it a million attorneys on or was that just my remembrance?

MR. HOLLINGSWORTH: It was fifteen. I counted at one meeting fifteen.

CO-CHAIR HAYES: Yeah. And then it is going -- I saw Neal kind of quivering back there. It is going to be coming out of the Crane Test Area, money will be coming out of your ESCA with the Navy?

MR. SILER: No, it does not come out of the ESCA trust fund.

CO-CHAIR HAYES: Oh, okay.

MR. SILER: No, Myrna, the money does not come out of the ESCA trust funds, it comes out of one of the insurance policies that we have on the Eastern Early Transfer Parcel.

CO-CHAIR HAYES: And why would that be? Because, I mean the Crane Test Area has always been within your 657 acres, yeah?

MR. SILER: That's correct. But what, remember there are more than one insurance policies, there are actually three insurance policies on the site. And the one that the funds are going to be coming out of is called a Remediation Stop Loss policy, or the RSL policy.

What happens is if CH2M Hill is working at a site, and it comes in addition or in excess of the money that was scoped for the remediation of that site, then there's this insurance policy, the Remediation Stop Loss policy that basically takes care of the cost overruns. So we've all agreed that the money for this is going to come out of that remediation stop loss policy to pay for it, so it doesn't come out of the money that was placed in escrow by the Navy for the remediation of the site.

CO-CHAIR HAYES: Okay. Well, I don't quite understand that. I would think you would use that money up to the point that your cost was an overrun, but you guys have fifteen lawyers, so I'm sure you worked all that out. As long as the American public's getting their money's worth --

MR. SILER: That's right.

CO-CHAIR HAYES: -- and the job is getting done, that's what we care about. And is it really true, did you really use the name Steadfast Insurance Company? Is that a real insurance company?

MR. SILER: That's a real insurance company.

CO-CHAIR HAYES: Wow.

MR. HOLLINGSWORTH: They're party to the agreement, they better be a real company.

MR. SILER: Actually Steadfast Insurance Company is me but --

(LAUGHTER.)

CO-CHAIR HAYES: That is a real insurance company.

MR. SILER: I'm just kidding.

MR. HOLLINGSWORTH: I had to write a really big check, man.

CO-CHAIR HAYES: Well, I would buy a policy surely from Steadfast Insurance. That cracks me up. Okay. For the record.

e) Lennar Update (Steve Farley)

CO-CHAIR HAYES: Moving on then. The Lennar update by Mr. Steve Farley.

MR. FARLEY: Thank you, Ms. Myrna. We have a handout, the normal handout. Let me start with the photographs. The photograph in the upper right is IR-03. You're looking basically towards the west. Building 461, interestingly enough, is sort in the background on the right-hand side of that photograph. The reason why I included this photograph is that it includes a couple things. One is you can see the dark colored soils at the bottom of the excavation here. And that's pretty typical out here. You find these light colored sort of orange or brown colored soils near the top, and as you get deeper and deeper into the anaerobic former Bay Muds and the dredge materials, you see the real character of the old soils in this darker color. The other thing is if you look in the very lower right of the photo, it's a little hard to see in a couple of places, but in the lower right you'll see a timber there and one right behind it. This is pretty typical of what you find in different places along the waterfront. You find those different structures and piles that they drove for various historic purposes, and it always complicates the work, it always makes it a little more difficult to get the work done.

CO-CHAIR HAYES: That's why they put it there.

MR. FARLEY: Actually, that's exactly what it is. They put 'em there, they drove 'em in there so they could support a structure, and it's not like you can just go knock them over, so --

The other thing is if you look in sort of the bottom you'll see that there's a vitrified clay pipe. And the reason I included that is this is a classic case of where you might find ABM. Now, we didn't find any here, but I just wanted to show folks what sort of a classic example of one of these vitrified clay pipes are. It's just an old sewer line of some kind. In this case it's hard to see here, but it's embedded in some clay, fine grain clay. But this is a classic case. It's not uncommon for us to find those kinds of pipes surrounded by this ABM or this abrasive blast material.

MR. COFFEY: Explain ABM.

MR. FARLEY: Abrasive Blast Material. The other photos on the page -- by the way, both of these sites are just south of here. You can actually see in the background of the photo on the -- actually in both of them you see the -- I guess it's a kid's ride that, some kind of a carnival ride or something. So for your sort of perspective, you're looking basically at the backfilling of the area that we refer to as the UST 693 Area. You can see where that is in the main part of the map.

The other thing that I wanted to point out here is that if you drive around the island you commonly drive along, and then all of the sudden you kind of go up over the hump and then it will drop back down. What you're commonly driving over is something that's supported by piles. And these structures in the lower portion of the photo on the left are what's called utilidors, and they're basically concrete, U-shaped boxes, if you will, that had various kinds of pipelines in it. We commonly find Fuel Oil Pipelines, or FOPLs, in these kinds of structures. You can see the lids that they put, these concrete lids that they put over these utilidors. So as you drive around the island if you see these kinds of structures, these are utilidors that had utilities running through them.

In the main body of the map there are a number of different things highlighted. Let me start with the items that are in dark gray or black lettering. All of those sites, there's about ten of 'em on here, the Former Paint Shop/ Varnish Plant, the Independence Wharf Area, Building 69, all of those activities that Lennar is performing as part of -- the agreements are all very complicated, but Lennar is performing those activities, and Neal's managing that work.

The other sites on here, particularly the USTs which are in these sort of dark orange boxes, there's a number of those highlighted here, and these are sites where we've actually either completed the work or are in the post remedy monitoring phase, or we are actually done with the work, done with the monitoring, and we're now writing what's called an implementation report. An implementation report is a document that's written that basically says we've done the work, here's what we've done, we've met the cleanup goals, and here's why we think the site is suitable for closure. That's then submitted to the agencies for their comment and review. So lots of work going on in various USTs right now.

MR. COFFEY: What's UST's?

MR. FARLEY: Underground storage tanks. Thank you.

Moving down to the lower left in the -- where it says significant upcoming documents. There's a couple of documents that are coming up that are either going into public review, which is the -- in this case the IR-15 Feasibility Study/ Remedial Action Plan, FS/ RAP. And there are two other documents, the IA C3 BGM or Black Granular Material Remedial Design Work Plan, and the IR-21 Remedial Design Work Plan. Those are documents that follow all of these decisions, and they actually document the actual remedial work that's going to occur, how it's going to occur, things like traffic flow patterns and that. Sort of the things that we talked about here that Gil mentioned about the Azuar Drive closures.

Below that, environmental site closure status. There's been a couple of USTs closed in the last month or so. There are a number of PCB sites. I didn't reflect them on here because this refers to both EPA and DTSC. But we've actually gotten, received closure from DTSC on ten additional PCB sites, which we're very grateful for.

In the lower left corner, upcoming public comment periods. There's three of them listed here. Dave talked about the Building 461 public comment period.

IR-21 is mid-August to September, mid-September. And then the Crane Test Area public comment period is coming up also in late August and late September. And indeed it is late August, yes. Thank you.

So that's kind of the big picture. I would be happy to answer any other questions. Let me make one more comment. Gil mentioned the triangle area. Just to avoid confusion, when we talk about the Triangle Area, we're talking about the area between Dry Docks 1 and 2 and the strait. And so that's the area you see in the map that's got a purple dashed line around it. And there's nothing wrong with calling the Crane Test Area or referring to that area as the triangle area, but when we refer to a particular site out here as the Triangle area, we're talking about that area that's between Dry Docks 1 and 2.

Okay. So I'd be happy to answer any questions.

CO-CHAIR HAYES: I have a couple of questions on this, what I think is maybe the Dump Road or the triangle -- I mean the Crane Test Area. It says, "Petroleum corrective action."

MR. FARLEY: Yeah, let's touch on that for just a second. That's essentially the work that Gil mentioned and that Neal mentioned a few minutes ago. The petroleum corrective action is basically the mechanism that's going to be used to remove the petroleum in the area of -- the portions of the Crane Test Area, the DRMO, and Azuar Drive.

CO-CHAIR HAYES: So is that going to be staying on your map?

MR. FARLEY: We'll leave it on -- we'll leave all areas within the EETP --

CO-CHAIR HAYES: Okay.

MR. FARLEY: -- the Eastern Early Transfer Parcel, because that is the area we're responsible for closure on.

CO-CHAIR HAYES: Okay. All right. And then my only other comment, whenever you mention utili --

MR. FARLEY: -- dors.

CO-CHAIR HAYES: -- I think of utilikilts. Utilikilts.

MR. FARLEY: I'm so thick.

CO-CHAIR HAYES: Paisha knows. They were apparently founded in Seattle, my sister lives up there, and it's the big thing. Michael's shaking his head in agreement.

MR. COFFEY: Kilts for men.

MR. FARLEY: Oh, man kilts.

CO-CHAIR HAYES: They're working kilts. Carpenters wear them.

MR. FARLEY: Blacksmiths wear them.

MR. COFFEY: And in Washington.

CO-CHAIR HAYES: Okay. All right.

MR. FARLEY: Myrna, thank you for sharing.

CO-CHAIR HAYES: Well, it got your interest up. I'll switch here. Yeah, but they're really cool. I saw a guy walking in one on the waterfront, and his wife said it wasn't her idea, but they're interesting. Okay. So utilkilts, corridors, and Weston update.

f) Weston Update (Dwight Gemar)

CO-CHAIR HAYES: And Cris isn't here, it appears, and I bet Dwight's taking his place.

MR. GEMAR: You are correct. No, Cris is a little under the weather so I'm going to fill in for him on this. This is a Weston update. It's just a brief summary of some of the activities Weston is performing under our environmental services cooperative agreement for the Western Early Transfer Parcel. Under documents, we submitted a revised characterization report for the Sanitary Sewage Treatment Plant Outfall in response to some agency comments, and we also sent out a Semiannual Groundwater Monitoring Report for Investigation Area H1.

As far as the Sanitary Sewage Treatment Plant Outfall is concerned, it does look like after several attempts we have gotten to the end of an effort to characterize the area out there, and it looks like, based on some ecological risk assessment, we have about three small hot spots that the agencies would look like they want to have removed, and so we're evaluating that as well. It's not a lot of volume, but it is a logistical challenge to get out there given the mud flats on the one side and the tidal marsh with the pickleweed habitat on the other. So we're looking into that.

And then another activity recently is putting in our public access trail which some of you may recall that, as part of the Western Early Transfer Parcel Remedial Action Plan, a trail was actually part of the remedy to provide people with directed and safe access out to the western levees where they will have a nice view of the San Pablo Bay and the surrounding area. And so you can see some aggregate and compactor working to do the subgrade for that trail, and some geotextile fabric underneath the rock to help keep that in place. And so we'll be putting some additional crushed rock on this base rock and finishing that up as time permits. We won't actually be able to open the trail though until probably late this year given the large amount of activity that's going to be going on in the Azuar/ Dump Road area. We'll just have too much going on to allow folks to get out there. So we'll stay tuned and we'll let you know when we get a little closer to having that be a completion.

And then for IR-05 we did hear that the Naval Ordnance Safety and Security Activity or NOSSA has approved our explosive safety submission for doing the remaining soil removal out at IR-05, and that now goes to the Department of Defense Explosive Safety Board. And we expect that they'll approve it probably within the next thirty days or so. So by late September, early October we should have those approvals in place to go and remove some remaining contaminated soil out at IR-05. But before we do that we'll have our UXO technicians checking the air with magnetometers, and make sure that we have any anomalies removed before we excavate that soil which also will be used as subgrade material for the H1 Containment Area cap. So that's all I have. Any questions I'd be happy to answer. Thank you.

g) Regulatory Agency Update (Janet Naito, Paisha Jorgensen, Carolyn D'Almeida)

CO-CHAIR HAYES: All right. We have all three regulating agency representatives here this evening, so does anyone want to go first? Paisha.

MR. JORGENSEN: Well, while Gil was sitting with 15 lawyers hashing everything out with the DRMO and the Lennar side of the Crane Test Area, I've been reviewing the PCAP documents for that, laying out what they're actually going to do out there. I sent a file of concurrence to

finalize the final of the Navy's final report last week. And today I notified Neal that I have no more comments on the Lennar's PCAP for the Crane Test Area and Azuar Drive. So that's going to –

MR. HOLLINGSWORTH: You might tell the people who aren't used to our abbreviation what a PCAP is.

MR. JORGENSEN: Petroleum Corrective Action Plan -- yes, I love acronyms. So I guess Weston is going to start producing that document tomorrow.

MR. GEMAR: Actually it will be distributed, out the door tomorrow, so you should have it on Monday.

MR. JORGENSEN: And Weston has started digging in the DRMO area already.

MR. GEMAR: On the Navy side.

MR. JORGENSEN: On the Navy side, yeah, so that work has already started.

In relation to the underground storage tanks, I have, as I said I think last time, about nine requests for closure from the Navy, and about three or four from Lennar right now. I requested to go on a site visit with the Navy because I haven't been to any of their sites. They're all in the south end of the island that I can't just drive to, I tried and there's a big gate. So I think in about two weeks I'm going to go with the Navy and visit all those UST sites. And once I see them all I can probably close a lot of them, cause of how the reports look, I just want to see them. So that's all I have for right now.

MR. COFFEY: There's not many left, are there?

MR. JORGENSEN: Not a lot.

CO-CHAIR HAYES: Okay. Thank you. And Janet, Carolyn?

MS. NAITO: Hi, I actually wrote something out today. As Steve mentioned earlier, we approved three Draft Cleanup Plans for public review for IR-21, Building 461, and the Crane Test Area. So all three are currently out for public review, and all three will close in September.

We approved two Final Cleanup Plans for Building 680, and the Remedial Action Plan for the Black Granular Material. I'm trying not to use too many acronyms. And we issued comments on seven of the Navy's documents.

Oh, I am going to be taking over the Lennar side for Henry Chui at some point after we finish this final push to get all these decision documents done, all these cleanup plans approved. Henry will be working on South Bay sites closer to where he lives because he lives in San Jose.

CO-CHAIR HAYES: And you'll have lots of time to just pick up all that extra work?

MS. NAITO: I've been told I'm giving up lots of other projects, so yes, this will be great.

CO-CHAIR HAYES: Okay. All right. Carolyn, USEPA.

MS. D'ALMEIDA: On behalf of Congressman Miller I have nothing to report with -- for health care reform.

(LAUGHTER.)

CO-CHAIR HAYES: That's usually the case.

MR. COFFEY: Yeah.

MS. D'ALMEIDA: For EPA I don't have a whole lot of anything newsworthy to report. I've got several PCB letters in the signature chain that are just waiting, but nothing much to report.

MR. FARLEY: Did an important site walk recently.

MS. D'ALMEIDA: 516 is in the signature chain.

MR. FARLEY: That's great.

VI. CO-CHAIR REPORTS

CO-CHAIR HAYES: All right. Well, we are nearing the end of the meeting which is great news. I am going to go quickly through the Navy's report on behalf of Michael. I did want to ask about IR-15, Steve, going back to your report. Wasn't that where you were doing some in situ --

MR. FARLEY: Yeah.

CO-CHAIR HAYES: Could you just update us on that really quickly? I just don't know where you are in that process or how that's working out.

MR. FARLEY: What Myrna's referring to is a pilot study that CH2M Hill performed to test the viability of using a certain treatment technology to address the chlorinated volatile organic compounds, CVOC's or VOCs, in the groundwater at IR-15. In the handout I gave everybody it shows where IR-15 is located on the east side of the island. The the pilot test that was done was to test suitability of using bioremediation, basically use the natural in situ bacteria that, interestingly enough, tend to use these contaminants as a source of energy for their own propagation, and to enhance the environment in the subsurface, enhance the environment that would cause them to grow in larger percentages, and use that as a tool to actually degrade or essentially destroy the contaminants in the groundwater.

And so that test was done. It showed the viability of that procedure or that method. We have a Feasibility Study/ RAP that's making its way through the system. We have a version for public comment coming up. And we're actually considering doing some more pilot testing of that method or those procedures to try and just do a little bit more so that when we get to the remedial design phase we have even more sort of --

MS. NAITO: Proof.

MR. FARLEY: -- proof. Yes, thank you, Janet. I was thinking of something more elegant, but proof works just fine. So that's basically what you were referring to. It was a method to try and test the suitability or viability of a particular remedial action at the site.

CO-CHAIR HAYES: And so your -- it has been successful enough that you're going to tweak it a little bit?

MR. FARLEY: Yeah. And --

CO-CHAIR HAYES: And then likely use it as your remedial --

MR. FARLEY: Yes. Along with some other methods, but this is one of the methods that we want to use to bring some of the larger concentrations down quickly within the aquifer.

CO-CHAIR HAYES: Great. The Navy's monthly progress report is going to be pretty brief. First of all, most of you probably have it in your hand. But a lot of it has been covered by Weston and

Dwight, in their reports, either as presentation this evening on the Paint Waste Area cleanup or as Dwight mentioned, it doesn't say in the Navy report, but that Weston is the contractor for the Petroleum Corrective Action Plan field work at the DRMO site, the Defense Reutilization and Marketing Office property on the south corner of Dump Road. And then they have a whole bunch of document submittals and regulatory review updates which the regulators already gave us a heads up on. And so I think that one of the important dates that Michael would have you know is that the next BCT meeting, that's where the Navy, the Department of Toxic Substances Control, the USEPA, and the Water Board all meet together to discuss their progress on environmental cleanup. That next meeting at Mare Island is scheduled on Thursday, September 24th. And I imagine that is in the afternoon before our next Restoration Advisory Board meeting.

And I also want to note that in their report they did have a booth at the Mare Faire on August 8, the Saturday of the two day event at the Mare Island Shoreline Heritage Preserve. And they were very, very happy with the number of people who came by their booth and learned about the environmental cleanup program that the Navy is doing here at Mare Island. We had a very good turnout to that event. And I want to thank a number of organizations in the room from Weston Solutions, CH2M Hill, Lennar Mare Island. I don't know who else I've forgotten here who's here this evening, I really want to thank you for all that you did to ensure the success of that event for the public.

And for my co-chair's report I will be pretty brief. I have two different flyers, one for the next second Saturday open day, the access at the Mare Island Shoreline Heritage Preserve. That is Saturday, September 12, 9:00 a.m. to 7:00 p.m. we'll be open, but we have an ice cream social free at 2:00 o'clock that afternoon. And on a day like today ice cream sounds really good, even right now. So pick up a flyer or go to our website. And our picnic area on the old tennis court has a little more paint applied to the picnic tables that Weston painted up for us, and so it will make a perfect place for a picnic on that day as well.

And then I wanted to make sure that you have the flyers in hand for October's Lost Boats of Mare Island Memorial that we'll do on October 11, Sunday. That is the 66th anniversary of the USS Wahoo's loss at sea. So we have, if you haven't attended in the past, we have a flag raising at Morton Field, named after the commander of the USS Wahoo, Morton Field being the little ballfield right over here. We have a great flag raising ceremony there to kick off the afternoon. And then a program of music, history, and remembrance at the chapel from 2:00 to about 3:30. Larry Maggini will again be giving a presentation, and if our God's willing, our wonderful chaplain John Berger will be there to participate in that service. And he will have a reception after that. And then go to a wreath laying at Berth 6, which is right here, it's the historic World War II submarine pier, but you probably know it best being next to the B.2 Crane, the big green crane that's all by itself just two or three blocks down the road, where the World War II Landing Craft Support Gunboat 102 is now berthed.

So it's a nice afternoon, and all of these events are free thanks to our sponsors and to a lot of great volunteers. So with that, we have another public comment period. That would be, again, for anybody who wants to ask a question, whether it is or isn't on the agenda, doesn't matter, or wants to makes a comment. John.

MR. KAISER: Oh, heck, my voice is loud enough. Myrna, actually I'm speaking now kind of like in a civilian role but on behalf of Marylou Williams at the Concord Naval Weapons Station RAB. And she had asked me to ask you if you would be so kind as to forward flyers for your

events here at Mare Island to the Concord RAB people because of the relationship between Mare Island and the Concord Naval Weapons Station.

CO-CHAIR HAYES: Excellent. Okay. Great. I think we can arrange that. We definitely do have a strong historic link there. I was just talking to somebody the other day whose job it was to ensure that as munitions were removed from some storage areas and transported to Concord Naval Weapons Station, they were all accounted for. And they spent, he tells me, 96 hours trying to find one missing Vietnam War era grenade. So you guys might have found it.

MR. GEMAR: Possible.

CO-CHAIR HAYES: Remember, wasn't there one over in the Western Magazine?

All right. On that note, any other public comments?

If not, our meeting is adjourned, and thank you very much everyone.

(Thereupon the foregoing was concluded at 8:40 p.m.)

LIST OF HANDOUTS:

- Presentation Handout – Parcel XVI Paint Waste Area (PWA) Time-Critical Removal Action (TCRA) Status Update – Navy
- Presentation Handout – Feasibility Study/ Remedial Action Work Plan for the Building 461 Area in Investigation Area C1 – CH2MHill/ Lennar Mare Island
- Presentation Poster – Figure 3-3, Proposed Removal Areas for the Soil in the Building 461 Crawl Space – CH2MHill/ Lennar Mare Island
- Presentation Poster – Figure 3-1, Building 461 Crawl Space Lead Concentrations in Soil – CH2MHill/ Lennar Mare Island
- Features within the EETP – CH2M Hill/ Lennar Mare Island
- Mare Island RAB Update August 2009 – Weston Solutions
- Navy Monthly Progress Report Former Mare Island Naval Shipyard August 2009