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**FORMER NAVAL AIR STATION MOFFETT FIELD
RESTORATION ADVISORY BOARD MEETING
MOUNTAIN VIEW SENIOR CENTER
MOFFETT FIELD, CALIFORNIA**

NOTE: An acronym list is provided on the last page of these minutes.

Subject: RAB MEETING MINUTES

The Restoration Advisory Board (RAB) meeting for former Naval Air Station (NAS) Moffett Field was held on Thursday, 8 July 2010, at the Senior Center in Mountain View, California.

Community RAB Members in attendance:

Bill Berry, Gabriel Diaconescu, Linda Ellis, Libby Lucas, Stewart McGee, Bob Moss, Arthur Schwartz, Lenny Siegel, Steve Sprugasci, Dan Wallace, Steve Williams and Kevin Woodhouse

Regulatory Agency and Navy RAB Members in attendance:

John Chesnutt (U.S. Environmental Protection Agency [EPA]), Kathy Stewart (Navy), and Elizabeth Wells (San Francisco Bay Regional Water Quality Control Board [Water Board])

Other Navy, Regulatory Agency, National Aeronautics and Space Administration (NASA), and Consultant Representatives in attendance:

Roger Ashbaugh (NASA), David Braungardt (AMEC Earth and Environmental [AMEC]), Rocci Caringello (NASA), Lauren Cason (Sealaska Environmental), Don Chuck (NASA), Dr. Ann Clarke (NASA), Deborah Feng (NASA), Carolyn Hunter (Tetra Tech EM Inc.), Angie Lind (Navy), Gary Munekawa (Navy), Terence Pagaduca (NASA), Mike Schulz (AMEC), George Sloup (NASA), Adam Zwiebel (Navy)

Other Community Members in attendance:

Roderick Bersamina (Representative from Congresswoman Eshoo's Office), Beth Bunnenberg (Save Hangar 1), Melvin Cobb, Daniel DeBolt (*Mountain View Voice*), David Eller (California Preservation Foundation), Larry Ellis, Renato Frota (Luzdosol Film), Myron Hadley (Space for Progress), Carl Honaker (Save Hangar 1), Georgina Hymes, John Lilikala, Jack Nadeau (Save Hangar 1), Diane Samuels (*Daily News*), Duncan Simmons (Midpeninsula Regional Open Space District [MROSD]), A. Sinclair (Space for Progress), Willie Solis (SMW Local 104), Greg Unangst, and Bill Wissell

WELCOME

Bill Berry (RAB community co-chair) and Kathy Stewart (U.S. Navy Base Realignment and Closure [BRAC] Environmental Coordinator [BEC]) opened the meeting at 7:05 p.m. and welcomed everyone in attendance. Ms. Stewart reviewed the agenda for the evening and said that the meeting would be run in the same format as the 13 May 2010 meeting. The RAB will have an opportunity to ask questions and engage in dialogue after each presentation topic, and the public will have an opportunity to comment on any of the presentations or issues at the end of the meeting. Comment sheets are available if a member of the public does not have an opportunity to speak or would prefer to submit a comment in writing.

APPROVAL OF MEETING MINUTES

Ms. Stewart asked for corrections to the 13 May 2010 meeting minutes. RAB member Lenny Siegel asked that "ethane" be changed to "ethene" on page 5 of the 13 May 2010 meeting minutes. The RAB voted to finalize

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the 13 May 2010 meeting minutes. Meeting minutes are posted to the former NAS Moffett Field project website at: <http://www.bracpmo.navy.mil/basepage.aspx?baseid=52&state=California&name=moffett>.

DOCUMENTS FOR REVIEW

Documents are available in CD-ROM format. Sign-up sheets for the documents listed below were circulated during the meeting to the RAB members.

<u>#</u>	<u>DOCUMENT</u>	<u>APPROXIMATE SUBMITTAL DATE</u>
1.	Site 1 Landfill Final 2009 Annual Report	July 2010
2.	Site 22 Landfill Final 2009 Annual Report	August 2010
3.	Site 26 East Side Aquifer Treatment System (EATS) Draft Pilot Test Status Report	August 2010
4.	Site 27 North Patrol Road Ditch Site Restoration Final Work Plan Addendum Report	August 2010

ANNOUNCEMENTS

Ms. Stewart announced that she has moved to San Diego. Ms. Stewart's new contact information is listed on page 7 of the meeting minutes. In the meantime, all phone calls from her (415) 743-4715 number will be transferred to her new telephone number, (619) 532-0796.

REGULATORY AGENCY UPDATE

John Chesnutt (EPA) said he is filling in for EPA Remedial Project Managers (RPMs) Sarah Kloss and Alana Lee. Mr. Chesnutt said that EPA issued a comment letter on the five-year review to the Navy. The letter discussed non-concurrence with the Navy's protectiveness determination for Site 28 due to vapor intrusion issues. EPA has concerns with the information available for a definitive protectiveness determination. EPA will work with the Navy and NASA to determine a path forward for vapor intrusion. EPA is also preparing a vapor intrusion Record of Decision that should be issued within the next month. Mr. Chesnutt said that he participated on behalf of EPA in the Hangar 1 cork room site tour held on 1 July 2010.

Elizabeth Wells (Water Board) said that she has been working with Wilson Doctor (Navy RPM) on closing 10 sites in the petroleum program. Ms. Wells said there may be a possibility of more furlough days and layoffs for state workers. The best place to find information on the State of California's budget and the future for state workers is the *Sacramento Bee*.

- Mr. Siegel asked if the Navy received comments from the California Department of Fish and Game (CDFG) on Sites 25 and 27. Ms. Wells said that CDFG provided comments to the Navy on the Site 27 Work Plan Addendum for the North Patrol Road Ditch and the Site 25 Work Plan for Sediment Sampling. The Navy is drafting responses to comments (RTCs) for CDFG. RAB member Bob Moss asked whether the Navy has not responded to the CDFG comments on Site 25 since the work is currently on hold. Ms. Wells said that consistent with normal practice, the Navy will respond to comments and finalize the work plans prior to beginning fieldwork at both Sites 25 and 27.

- Mr. Siegel asked for an update on the high levels of water at Site 25. Ms. Wells stated due to an unusually rainy winter, water levels at Site 25 are unusually high, and the site has not dried out. Don Chuck (NASA) said that the water at Site 25 has not been pumped out.
- Mr. Berry asked for an update on whether a vapor intrusion sampling document is available for review. Dr. Clarke (NASA) said that NASA is working with EPA to prepare an updated sampling plan; however, the document is not ready for review at this time. Mr. Berry requested a schedule of documents NASA will issue in the future. Dr. Clarke agreed that NASA will provide a schedule of documents that will be issued at the 9 September 2010 RAB meeting.

HANGAR 1 SUBCOMMITTEE REPORT

Mr. Siegel said that the Hangar 1 Subcommittee drafted a list of Hangar 1 historical artifacts that need to be preserved during the removal action. During the research on historical artifacts, the subcommittee determined that the cork room, a room on the third floor of the Hangar used to store the helium gas cells for the dirigibles, should be preserved if possible due to its historical significance. The Navy hosted a tour of the cork room with NASA and the Hangar 1 Subcommittee on 1 July 2010. The Navy agreed to perform sampling of the cork room earlier than planned in order to determine if contamination is present. An agreement was made that if the cork room is contaminated, certain elements of the cork room would be preserved. If it is not contaminated, the Hangar 1 Subcommittee will request that NASA include it on NASA's list of historic artifacts identified for preservation. The Navy and NASA will work with the Hangar 1 Subcommittee on the path forward for the cork room once the sample results are available. Mr. Siegel asked if NASA plans to request that the cork room be preserved as a historic artifact if it is found to be not contaminated. Deborah Feng (NASA) confirmed that NASA will request the cork room be preserved if it is found to not be contaminated. NASA will coordinate this request with the Navy.

Mr. Siegel made a motion for the RAB to request that the cork room be preserved if it is not found to be contaminated. The RAB approved the motion to preserve the cork room if it is found not to be contaminated. Ms. Lind said the Navy has begun sampling the cork room, and the results will be shared with NASA, the regulatory agencies, and the Hangar 1 Subcommittee. Mr. Siegel said that he is concerned the Navy will begin demolition before sampling results have been received for the cork room. Ms. Lind said that asbestos abatement is currently being conducted and is taking longer than anticipated. The Hangar 1 removal action demolition has been delayed until September 2010, which gives the Navy time to obtain and evaluate the cork room samples.

- RAB member Linda Ellis asked how the samples of the cork room wall will be collected. Mr. Braungardt said that 2 to 3 inch squares of the cork are being removed and sent to a laboratory to be sampled. Ms. Ellis asked if the cork that is removed for sampling can be preserved. Mr. Braungardt said that the cork samples cannot be saved, as they will be ground for analysis by the laboratory.

Mr. Siegel said that hangar windows are the most important items to preserve during the removal action. The window preservation is not a time-critical issue but will be tracked by the Hangar 1 Subcommittee. The subcommittee has a list of items to consider for preservation that include all man cranes, the propeller platforms, the steel-framed handling hoists, and the vertical steel walls. Additionally, Mr. Siegel stated that potential cost savings could potentially be achieved through preservation of the vertical steel walls and clay block room. Mr. Siegel also passed along a subcommittee request for placement of a live web camera in the Hangar during the removal action project. Mr. Siegel asked for RAB support on the subcommittee's list of items for preservation.

Angela Lind (Navy Lead RPM) said the Navy is working closely with NASA historian Keith Venter on items that need to be preserved. Ms. Lind said the Navy plans to preserve all of the man cranes and is working with NASA to identify storage space for the man cranes once they are decontaminated. Ms. Lind stated that NASA has also requested that the rail tracks for the man cranes also be preserved. The Navy received an estimate from its contractor to decontaminate and strip the man crane rails, which will cost NASA about \$500,000. The Navy will also preserve the mezzanine steel horizontal floor, elevator handling hoists steel frame (the electrical system/controls will need to be removed), and mooring mast. David Braungardt (AMEC) said that the antenna room is empty and has an asbestos coating and will need to be removed. Ms. Lind said that the Navy is not currently planning on preserving the vertical steel wall. Ms. Ellis said that it may be easier to cover the vertical steel wall with a protective coating instead of removing it. Ms. Lind said that she would need to discuss this issue with the contractor. Ms. Lind said that the approved engineering evaluation/cost analysis includes removal of the clay block. Ms. Lind also stated that the Navy did not include a requirement for a live web camera costs into the Hangar 1 removal action scope. The contractor is currently videoing the removal action project and progress that will be turned over to the Moffett Historical Society once the project is complete.

- A community member said that the elevator is a historical item that should be preserved. Ms. Lind stated the elevator cab would be saved, though the pulleys and controls for the elevator will need to be removed. If the elevator will be used in the future, it must be brought to current safety codes. RAB member Steve Williams said that the live web camera is important to the community members so they can monitor the removal action and provide feedback to the Navy.
- RAB member Arthur Schwartz asked if there will be historic preservation filming during the removal action. Ms. Lind said that in addition to the video the contractor is producing, an interactive CD is being prepared as one of the identified historic mitigation measures for the removal action project. Ms. Feng said that NASA has videographers on staff who could also be used to document the Hangar 1 removal action project. NASA will coordinate with the Navy on using the videographer staff to document the removal action.

HANGAR 1 UPDATE

Mr. Schulz provided an update on progress of the removal action at Hangar 1. The Navy is conducting the removal action at Hangar 1 under the Comprehensive Environmental Response, Compensation, and Liability Act to mitigate the PCBs in the siding of the hangar. The Navy will mitigate PCBs by demolishing the interior hangar structures, removing the contaminated siding, and applying a weather-resistant coating to the steel frame. Mr. Schulz said the Navy will use an interior scaffold system during the removal to use the hangar siding as containment during the interior demolition and coating. The weather-resistant coating that has been chosen is an epoxy that has been proven effective in similar marine environments. The Navy will conduct a rigorous air monitoring program throughout the removal action. In preparation for the removal action work, the Navy has hosted various community outreach activities, including a RAB presentation in November 2009, a fact sheet in January 2010, a NASA briefing in January 2010, video documentation during the removal action process and a cork room tour for the RAB subcommittee in July 2010.

The Navy prepared an accident prevention plan in February 2010, a final sampling and analysis plan in April 2010, the final removal action work plan in June 2010, and a biological hazard abatement plan (to mitigate bird strikes). The Navy conducted biological surveys in and around the hangar from January through April 2010. The final biological survey was submitted to the regulatory agencies in May 2010. CDFG and the U.S. Fish and Wildlife Service recommended removing inactive nests, protecting active raven nests, periodic nesting surveys and monitoring, and protecting the burrowing owls during the removal action. A burrowing owl monitor will be on site 2 days a week and during major events throughout the removal action.

Mr. Schulz said tests were conducted to ensure the new coating will adhere to the existing structure materials. The frame will be pressure washed before the new coating is applied. The coating tests were successful, and the new material will bind well with the structure. Mr. Schulz said the coating has a 12-year warranty. The Navy plans to assess the coating on a regular basis to ensure it is working properly. Mr. Schulz said that baseline sampling of the soil was performed, and PCB contamination hot spots have been found in the top 6 inches of soil surrounding the hangar, which will be removed and disposed at the appropriate facility.

Mr. Braungardt was introduced and stated that more than 300 asbestos samples were collected. Asbestos was found in standard areas, including drywall and plaster on walls, floor tile, pipe insulation, roofing on interior buildings, window sealants and caulk, and sealant between the siding and steel frame. Mr. Braungardt said that all workers will be wearing personal air monitors on site. Air monitors will also be installed around the perimeter of the site. Dust monitoring along the fence line will be able to alert the Navy of elevated levels on a real-time basis. There will also be air monitors on the roof of the hangar while the roof is being removed.

The Navy will install a construction fence around the perimeter of the site. The Navy is working with NASA to disconnect the utilities and block off the storm drains. The Navy will haul waste from the removal action through Ellis Gate. Mr. Braungardt said that all of the removal action waste will be staged inside of the hangar, and a decontamination station will be set up at the door of the hangar. The Navy will continue biological monitoring, complete decontamination of salvaged items, and conduct asbestos abatement. The asbestos abatement will begin in July 2010, and the interior demolition will begin in September 2010.

- A community member asked about the coating on rusted surfaces of the structure. Mr. Schulz said that rust will not impair the ability of coating to adhere to the frame.
- Mr. Williams asked if the light fixtures in the hangar would be decontaminated and saved. Mr. Braungardt said that 10 original light fixtures will be decontaminated and saved. There are approximately 700 light fixtures in the hangar that include four different types; the 10 that are being saved are all the same type based on NASA's request. Ms. Ellis asked about the light fixtures in the cork room. Mr. Braungardt said that he will look into the light fixtures in the cork room. Dr. Clarke asked if the glass fixture can be separated from the light. Mr. Braungardt said that the glass can be removed from the light. An industrial hygienist will be present during decontamination of the light fixtures, and samples will be collected to ensure the asbestos and asbestos fibers are completely removed.
- Mr. Williams said that he has not received all of the Hangar 1 work plans. Mr. Williams requested that material that is small enough to be e-mailed be sent electronically; other materials can be sent via regular mail. Ms. Stewart reminded the RAB members that if they are interested in receiving a document, they need to sign up on the lists that are provided at the RAB meeting.
- Dr. Clarke said that NASA is working on historical photographs of murals inside the hangar and making sure they are in the correct format for the National Preservation Society.
- A community member asked if the rollup door to the hangar was part of the original structure. Ms. Lind said that the rollup door is not part of the original hangar structure.
- A community member asked if the concrete footings below the metal walls will be preserved. Mr. Schulz said that the concrete footings will be preserved. Ms. Lind said the concrete footings were not affected by PCBs.

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- Mr. Siegel made a motion that the RAB support the metal doors to be preserved if NASA wants to reuse them. The RAB approved the motion to support preserving the metal doors to the hangar.
- Mr. Moss asked if a formal request needs to be in writing for items to be added in addition to NASA's list of items being decontaminated. Ms. Lind said that any item in addition to NASA's list will need to be identified and funded by NASA.

PUBLIC COMMENT PERIOD

Ms. Stewart opened the meeting for questions or comments from the members of the public.

- A community member said it was unclear what light fixtures will be preserved. Ms. Lind said that NASA has submitted requests for particular light fixtures to be decontaminated, and the list of items has been placed on the BRAC PMO website. Ms. Lind stated that NASA is the decision-maker on items for preservation. If NASA wants additional light fixtures saved, it will need to make a request and submit funding to the Navy.
- Community member Larry Ellis said the steel walls of the workshop inside the hangar should be saved. The Navy should save any part of the hangar structure that is historic.
- Community member Georgina Hymes said Former NAS Moffett Field should be saved as a military base since there are no active military bases in Northern California. The Navy should save Hangar 1.
- Community member David Eller said that a granulated carbon filtration system should be used to protect groundwater at Hangar 1 from being contaminated by polychlorinated biphenyls (PCBs). Lawrence Livermore National Laboratory has used granulated carbon filtration systems successfully to protect groundwater. The Navy should use a permanent coating on the exterior of the hangar to protect it. The Navy needs to preserve Hangar 1 in its entirety.
- A community member asked what will happen to the vertical steel walls that are not coated. Ms. Lind said that there are no vertical steel walls that are not coated.
- Community member Beth Bunnenberg said that because Hangar 1 is within the Historic District which is identified on the National Register of Historic Places, certain standards for preservation apply that should be adhered to.

Future RAB Topics

Ms. Stewart announced the next RAB meeting will be held on 9 September 2010. The RAB discussed the following items as potential topics for future meetings:

- RAB Hangar 1 Subcommittee Update
- EPA Vapor Intrusion Study Update
- General Site Update, including Sites 25 and 27

RAB Schedule

The RAB meetings are held from 7:00 to 9:00 p.m. tentatively at the Mountain View Senior Center.

Tentatively scheduled RAB meetings for 2010 are:

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- September 9, 2010
- November 4, 2010

Adjourn

The meeting was adjourned at 9:00 p.m., and Ms. Stewart thanked everyone for attending. Ms. Stewart can be contacted with any comments or questions:

- Ms. Kathy Stewart
BRAC Environmental Coordinator, Former NAS Moffett Field, BRAC PMO West;
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ACRONYM LIST

AMEC – AMEC Earth and Environmental
BEC – BRAC Environmental Coordinator
BRAC – Base Realignment and Closure
CDFG – California Department of Fish and Game
EATS – Eastside Aquifer Treatment System
EPA – U.S. Environmental Protection Agency
MEW – Middlefield-Ellis-Whisman
MROSD – Midpeninsula Regional Open Space District
NAS – Naval Air Station
NASA – National Aeronautics and Space Administration
PCB – Polychlorinated Biphenyl
RAB – Restoration Advisory Board
RPM – Remedial Project Manager
RTC – Response to Comments
Water Board – San Francisco Bay Regional Water Quality Control Board

RAB meeting minutes are posted on the Navy’s environmental Web page at:
<http://www.bracpmo.navy.mil/basepage.aspx?baseid=52&state=California&name=moffett>

Respectfully Submitted,

Kathryn A. Stewart
Navy Co-Chair,
Former NAS Moffett Field RAB