



# FORMER NAVAL STATION ROOSEVELT ROADS Restoration Advisory Board (RAB) Meeting Minutes

Club Cívico La Seyba, Ceiba, Puerto Rico  
Meeting No. 18 – July 28, 2010

*Note: This meeting summary is based on informal notes taken at the meeting. It is not intended as a verbatim transcript, and portions of some discussions may not have been captured. If comments or additional notes are provided within 30 days of distribution of these minutes, they will be added as an attachment to this summary. Additional detail about technical information and site updates is included in attachment 1.*

## I. Order of the Day and Welcome Comments

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The meeting began at 6:30 p.m. Mark Davidson (RAB Navy Co-chair) welcomed the public and asked everyone to introduce themselves. Mark also introduced the BRAC Closure Manager, Thuane Fielding (See Attachment 1, Attendance.)

## II. Action Items from Last Meeting

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	Action Item	Lead	Status
1.	Let the Navy know about the interest in getting a Risk Assessment Workshop and propose a date	RAB members	Ongoing
2.	Discuss organizing a visit to the dead mangroves location with Wilmarie Rivera	Environmental Quality Board	Ongoing
3.	Review the roof damage at Building 633 checking for asbestos	Navy	Roof materials were surveyed and sampled and determined to be asbestos material. Planning is underway to determine appropriate action (repair or removal) of the roof.
4.	Update on the Economic Development Conveyance (EDC)	Mark Davidson, Navy	On April 30, 2010, the Local Redevelopment Authority (LRA) submitted an addendum to the reuse plan which incorporated the Caribbean Riviera concept. A Memorandum of Agreement (MOA) is being developed between the Navy and the LRA that would give the LRA the responsibility

		to run the water filtration and wastewater treatment plants. It is expected the LRA will revise their Economic Development Conveyance (EDC) application and ask for the entire #3 parcel.
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**Questions:**

- Ramon Figueroa (RAB Co-chair): As far as I know the legislation has not been signed yet, if it is not signed, what’s the Navy going to do? Mark Davidson (Navy) – The LRA has said that even if the legislation doesn’t pass, they have an alternate development plan for parcel # 3. I don’t know any of the details of this alternate plan B.
- Agustín Velázquez (RAB Member) – I have a concern regarding the lands outside former gate #1. What’s the status of those parcels; do they belong to Ceiba, to the airport or to the FWS? People ask and we don’t know the answer. Mark Davidson – There are three parcels outside former gate 1. A 140 acre parcel along the water was transferred to the town of Ceiba back in 2008 for use as a beach. Another parcel, approximately 100 acres, was transferred to the Department of Natural and Environmental Resources in 2008 for conservation. The remaining parcel, again approximately 100 acres, is part of Sale Parcel # 3 which the Navy currently still owns. This is the area a local citizen had an agricultural lease with the Navy to use this land for his cows.
- Member of the Public – 140 acres were given to the town of Ceiba. Nothing has been done on them, but they belong to Ceiba. Ramon Figueroa – Ceiba’s Mayor said that LRA would include those parcels in the conceptual reuse plan Mark mentioned. Mark Davidson – Yes, 140 acres went to Ceiba for access to the beach. I do not know if the LRA will include this area in their conceptual plan.

### **III. Investigation and Cleanup Update: Mark Kimes – Baker Environmental**

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- First part of the presentation discussed use of the Jet Assisted Take-Off (JATO) bottles. JATO bottles were used to propel BQM74E target drones during Navy training exercises at Cabras Island. To obtain environmental information about the JATO bottles, Navy contractors worked with NAVSEA personnel who provided product formulation information, environmental data and simulation modeling results. Their research concluded that hazardous materials were not released when JATO bottles were deployed. Recovered bottle casings showed no evidence of contamination. Attachment 1 contains additional detailed information on the use of JATO bottles at Cabras Island.

**Point of discussion:**

José Benítez (Member of the Public) – Did the tests done to the bottles include chemical testing?

Mark Kimes – Yes. Chemical testing looked for fuel components. We are also investigating the launch pad. We collected concrete chip samples of the barriers, evaluated drainage patterns, and collected soil samples from the edge of the pad. Lead, a fuel component, was found in soils near the pad. So, we are conducting additional investigations of soils adjacent and in the vicinity of the pad.

Member of the Public – did you verify that none of the launches failed? If any of them failed, the cylinders might have gone into the water without emptying.

Mark Kimes – NAVSEA said that if a JATO bottle did not go off, that plane would not have launched properly and it would have gone down in the water. The Navy would have recovered the drone.

- SWMU 59 –Former Vehicle Maintenance and Refueling Area. A Corrective Measures Study (CMS) investigation was conducted at the site. Located within the east central areas of Roosevelt Roads and within the sites are existing buildings including 377, 2344, and 2345. The Site was identified through aerial photo interpretation analysis of the environmental condition of property. They identified drums being stored at the site and vehicle racks, stains and fuels from 1958 to 1985.
  - First part of the investigation was done from May 18, 2010, through May 28, 2010. Ten groundwater monitoring wells were installed and collected sediment and surface water from the fresh water drainage ditch.
  - During the second mobilization, May 2010, we advanced 13 more soil borings and collected two more additional sediment samples and surface water samples from the fresh water ditch.

#### **Discussion Points:**

- Ismael Velázquez (RAB Member) – those drills that were done, are they visible? I usually patrol that area, and I haven't seen any. I don't know what kind of monitoring that is.
- Mark – When we install a monitoring well on pavement, we install a flush mount well cover. There's a man hole about five or six inches in diameter that is installed flush with the ground surface, so if you are not really looking for it, you are not going to see it. The wells on the slab are all flush mounts. The wells that are not on concrete or areas where vehicles maneuver are typically going to have the yellow poles around the corners of the slab. The soil borings are going to be harder to see because once we are done we pour grout into the hole. All of these sampling points have been surveyed by a licensed Puerto Rican surveyor.
- Mark Tallmadge – We have been hearing about those soil and water samples for months, but we are waiting for the results. Where exactly can we look up the results?
- Mark – It's a lengthy process. We have recently submitted a report containing the results of the samples done in February to the EPA and EQB for review. The time to write the report and have it undergo regulatory review takes about 10 months. The process we follow is mandated by the RCRA 7003 Administrative Order on Documents are not released to the public until they are final.
- AOC F – Monitored Natural Attenuation Site.
  - Mobilized May 19, 2010, and completed the field work May 28, 2010. Groundwater samples were collected from all of 8 of the sites scheduled for the annual sampling event. Laboratory

analyses are underway, and the Draft Report on the findings will also include results from previous quarterly events.

- SMWU 69 – Severe weather conditions delayed a sampling event scheduled for the week of July 19, 2010. The Navy anticipates that the sampling will be conducted the week of August 2, 2010.

#### **Discussion Points:**

- Rafael Montes – Back of Building 377 that you presented before, in 1984 some studies, or something like that, were conducted. Do you know what that was?
- Pedro Ruiz (Navy) – That building was used to manage the radios, but they were communication radios. It was a maintenance shop. The building back of it was used by MWR to store food. They had some freezers there. I don't have any other knowledge of any use different than the ones I mentioned.
- Ramon Figueroa – I have a comment on the same line that Mark mentioned. This is meeting # 18 of this RAB. My question is: if we expect that the information presented here should focus on the transfer process, what we really discuss here is irrelevant but this meeting is about the status for the cleanup.
- Susana Struve (Contratista) – About 2 years ago a representative from the EPA came and explained the process. The CERCLA process is lengthy and can be a bit frustrating, but it's the law. If we want more input from the RAB, Ramon and Mark can present information the community wants to hear and discuss what you want to change. If you want to change the format of the presentations or the information presented, Mark is open to suggestions.
- Ismael Velázquez (RAB Member) – On the same line, I have a question and a comment. The reason why you don't see more people at the meetings is because this is too technical and people don't understand and that's why they don't return. My question is: what has been done with the crash crew area that I haven't heard anything about it.
- Mark Kimes: SWMU 14 is the oil water separator connected to the fire training pit area and Site 14 is the fire training pit area. We did a lot of research on that, we have talked on that on the past. We are working on a background document, actually submitted to the regulators because we developed a separated background document for the airfield area and once that document is approved, then we can go back to continue working on SWMU 14. It is moving forward. Site 14 has been transferred to the Port Authority, but we put these land use controls in the deed, technically they own the property.
- Member of the Public – On SWMU 69 you were talking about the drainage ditch, my question is, was any kind of monitoring done at the point of discharge into the harbor?
- Mark – No, the harbor has been tested in the past. Most sites at the base are in the industrial area. That's why EPA on the very first order that they issued the Navy they identified the sediments of Ensenada Honda.
- Member of the Public – Have you been doing any soil sampling for lead from the housing area?
- Mark: A thorough lead paint assessment was conducted for the housing area, and they also collected soil samples around the houses.

- Luis Velázquez (RAB Member) – My question is how we can guarantee people who ask us what the RAB is doing, because we cannot go onto the base.
- Mark D. – maybe we need to do another site visit to the base to show you areas that have been excavated and transformers removed. Think about if you want another site visit and let us know.
- Susana Struve– Let’s see when we can schedule a site visit. Also the risk workshop can help you better understand the process.
- Nayda Dávila (Member of the Public) – Can you tell me if the Navy is always obligated to clean only to an industrial level or have there been cases where deep cleaning is needed?
- Mark – We work no differently than any other base in the US. If the areas are designated as industrial, by law we are supposed to clean up to industrial levels. Clean-ups are undertaken to meet whatever is designated in the reuse plan. Navy base are typically industrial, such as shipyards. That’s why a lot of this clean up goes to industrial standards.

#### **IV. Reports Submitted from April 14<sup>th</sup> through July 8th, 2010**

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We have submitted 19 reports, 10 of each were final documents, nine of which are draft documents. Also during that period the Navy received three comment letters from the regulators and within those three comment letters they made comments on 16 different reports that have been submitted in the past.

#### **V. Remedial Action Update: Mark Davidson – US Navy**

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- SWMU 78 contained about 100 transformers sitting on a concrete pad. The transformers contained oil, and sometimes transformer oil contains polychlorinated biphenyls (PCBs), which are toxic substances. During May and June 2010, the Navy drained and properly disposed of the oil and the transformers. None contained PCBs. The Navy then pressure washed the slab, drummed all the water, and properly disposed of the water. The site still has some other concerns. The Navy took representatives from EPA on a site visit, and additional samples in areas surrounding the concrete pad have been collected and are being analyzed. The RCRA Facility Investigation Report (RFI) is ongoing.
- SWMU 1 –Munitions and explosives of concern (MEC) were discovered during debris removal conducted by Right Way Environmental. The debris most likely is the source of metals contamination on the site. Plans are now underway to remove all MEC at the site. A Draft Explosive Safety Submission and a Draft Work Plan for Surface Munitions Removal are currently being prepared for review by Naval Ordnance Safety and Security Activity

(NOSSA), EPA and EQB. The Explosive Safety Submission outlines health and safety standards needed to ensure that munitions are removed safely. The Surface Munitions Removal Work Plan provides a comprehensive, step-by-step approach the Navy will use to complete munitions removal actually how we remove this UXO and it is very safety centered.

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- SMWUs 7 & 8 - The Navy has completed the free product recovery pilot test which tested various methods to recover free product from the groundwater to determine which technology will work best. The Navy is now preparing the draft Corrective Measures Implementation Plan, which will recommend the final technology to be used to capture the free product and outline the plan to be used for its removal. A groundwater natural attenuation monitoring plan for SWMUs 7 & 8 is also being developed. This document will be the plan used to monitor the groundwater to determine if the groundwater contamination is successfully being cleaned up. All of these reports will be submitted to EPA and EQB for review.
- SMWU 54 & 55 - we talked about these sites at the last couples of RAB meetings. These sites have groundwater contamination: at 54 we have benzene, which is a fuel constituent and trichloroethene (TCE), which is a solvent, in the groundwater; and at 55 we have TCE in the groundwater. Pilot tests to determine the best way to cleanup these contaminants in the groundwater have been completed and the results are being evaluated. The pilot tests studied the effectiveness of injecting various compounds into the water to accelerate degradation of the contaminants. Preparation of reports documenting the best way to approach groundwater cleanup for these two sites are currently being prepared. When complete, they will be provided to EPA and EQB for review.
- AOC E - We talked about this site last time also. This is Piñeros Island, the site where Special Forces did a lot of training. In February 2010, a geophysical investigation identified approximately 300 anomalies (a small area where something is in the ground which we want to investigate to ensure it is not a live munitions item). All of the anomalies were investigated (dug up), and only, one of the items uncovered was determined to be potentially a live munitions item. This potentially live item was destroyed (blown in place). The results of this anomaly investigation are being documented in the Phase I RCRA Facility Investigation Report, which is currently being developed. Upon completion, the report will be submitted to EPA and EQB for review.

**Question:**

- Member of the Public - The RAB meets every two or three months. Could it be possible to communicate between meetings what's going on with the clean up, if you are cleaning wells, or doing borings, etc? Maybe an email or something like that so we can be aware of things you are doing?
- Mark - Yes, we can try to do that periodically.

**VI. Adjournment**

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- Susana Struve (CH2M HILL) - I'd like for the two Co-Chairs to meet and decide when the next meeting will be held, the first or second week of October and talk about a second site visit and the workshop. Also, please provide your ideas for the agenda.
- **The next meeting is scheduled for November 4<sup>th</sup> 2010.**

**ATTACHMENT 1 - Meeting Attendees - July 28, 2010**

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**RAB Community Members Present**

William Laurido  
 Rafael Montes  
 Agustín Velázquez Santos  
 Ismael Velázquez  
 Mike Dalton  
 Jose Julio Díaz

**RAB Community Members Absent**

Jorge Fernández Porto  
 Ramón M. Ríos  
 Samuel Caraballo  
 Ramón D. Figueroa  
 Lirio Márquez D'Acunti  
 Debra McWhirter  
 Luis A. Velázquez  
 Ramón Figueroa

**Community Members Visiting**

Mark Tallmadge	José A. Calendario
Jose Benítez	Angelo Cruz
Naida Davila	Pedro Tejada

**RAB Agency Representatives Present**

<b>Mark Davidson, Navy Co-Chair,</b> BRAC Environmental Coordinator	Navy - BRAC Program Management Office Southeast
Thuane Fielding	BRAC Closure Manager
Tim Gordon (absent)	US Environmental Protection Agency, Region 2 (EPA)
Wilmarie Rivera (absent)	Puerto Rico Environmental Quality Board (EQB), Federal Facilities Coordinator
Gloria M. Toro Agrait	EQB, Hazardous Waste Permit Division
Neida Pumarejo Cintrón (absent) Santiago Oliver (representative)	Puerto Rico Conservation Trust

**Other Agency Representatives**

Mr. Erwin Kiess (absent)	Director, (Local Reuse Authority [LRA])
Freddy de Jesús (absent)	LRA
CDR Daniel Kalal (absent)	Naval Activity Puerto Rico

**Support Staff Present**

Susana Struve	CH2M HILL, Inc. (Navy contractor – meeting facilitator)
Pedro Ruiz	Naval Activity Puerto Rico
Mark Kimes	Baker Environmental, Inc. (Navy contractor – Installation Restoration Program)