Alameda Point Focus

Navy Environmental Program Newsletter |Winter 2020/2021

NAVFAC Naval Facilities Engineering Systems Command

Introduction

As travel restrictions associated with COVID-19 have prevented in-person Restoration Advisory Board (RAB) meetings throughout much of 2020, this newsletter was developed to update the community regarding the Department of the Navy's (Navy) environmental activities at former Naval Air Station (NAS) Alameda, also called Alameda Point.

The Navy conducts the environmental investigations and cleanup with oversight from state and federal regulatory agencies, including the U.S. Environmental Protection Agency (USEPA), the California EPA Department of Toxic Substances Control, and the San Francisco Bay Regional Water Quality Control Board. The Navy and regulatory agencies are committed to involving the public in the environmental restoration process at Alameda Point.

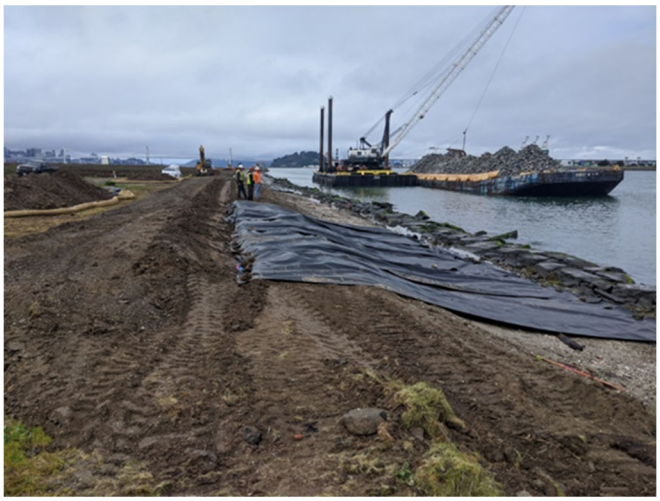
Installation Restoration (IR) Site 1

Shoreline Stabilization: At the July 2019 Restoration Advisory Board (RAB) meeting, the Navy presented a plan for shoreline stabilization at IR Site 1, the former landfill. The purpose of the shoreline stabilization is to act as a proactive barrier to prevent erosion of the shoreline and the Site 1 waste isolation soil cover from wind, rain, and wave action, sea level rise, and 100-year storms. The shoreline stabilization was completed in August 2020. Approximately 3,280 linear feet of shoreline stabilization (revetment structure consisting of 500-pound rocks) was installed along the Oakland Inner Harbor and the San Francisco (SF) Bay shoreline. Field activities included ecological protection measures such as eel grass and bird surveys, installation of a silt curtain, restricting work to daylight hours, and noise reduction.

Revetment construction along the Oakland Inner Harbor was completed using a barge to bring materials to the shoreline to the greatest extent possible. By bringing materials to the shoreline from the water as opposed to from the land, the Navy was able to minimize impacts to the Site 1 waste isolation soil cover, minimize truck traffic through the City of Alameda, and was able to avoid impacts to the historic Alameda Training Wall.

The Alameda Training Wall is a rubble masonry jetty built by the United States Army Corps of Engineers between 1874 and 1896 to "train" the tides to scour a navigational channel between Oakland and Alameda. In contrast, due to the shallow offshore slope and collapsed piers along the San Francisco Bay side of the site, work could not be safely completed from a barge. Therefore, rock materials and fill soil was stockpiled on the northwest staging area and hauled using land-based equipment (trucks and/or front-end loaders) to the shoreline areas along the San Francisco Bay.

The Navy is currently conducting an 18-month period of inspections and monitoring, to confirm the short-term stability of the project. A long-term monitoring plan for shoreline stabilization was submitted in July 2020 for agency review and approval.



Shoreline Stabilization operations at Site 1. Crane barge and materials being barged and staged in Oakland Inner Harbor, also showing stabilization work next to training wall.

Northwest corner of IR Site 1 with beach berm installed.

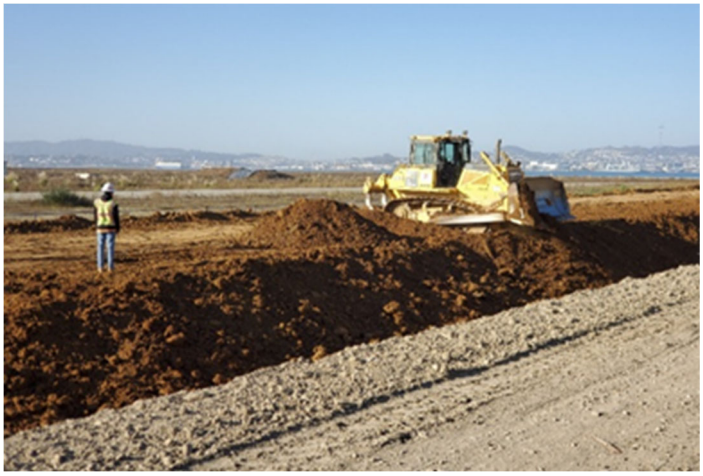
IR Site 1

Soil Remedial Action Completion Report (RACR) and Groundwater Interim RACR (IRACR)

The Navy conducted environmental investigations under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Resource Conservation and Recovery Act (RCRA) to identify and assess the nature and extent of chemicals in groundwater and soil at Site 1. A Record of Decision (ROD) presented selected remedies for Site 1 based on extensive field investigations, analyses, data interpretation, anticipated future land use, and a thorough assessment of the potential human health and ecological risks. Following issuance of the ROD, an updated risk assessment of bay water exposure was presented in the Focused Feasibility Study. Remedial activities were conduct- ed at Site 1 from 2013 to 2015 which included construction of a waste isolation bulkhead (WIB). The groundwater remedy included treatment of volatile organic compounds (VOCs) using three rounds of oxidant injection. Institutional controls (ICs) at Site 1 are required to ensure compliance with land use and activity restrictions. The final soil RACR and groundwater IRACR are in progress while the BRAC Cleanup Team members work together to resolve outstanding comments and issues.

IR Site 32

The draft final ROD was submitted to the agecies in March 2020. The remedial action work plan and field work are planned for 2021.

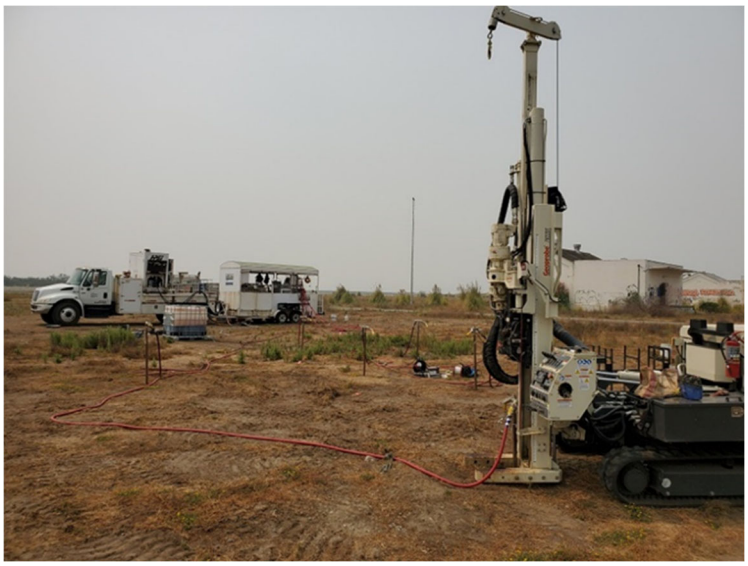


Soil importing activities at Site 32, Spring 2020

IR Site 14

IR Site 14 was historically used for fire-fighter training. Additional in situ chemical oxidation injections, to mitigate for vinyl chloride concentrations in groundwater within the Veterans Administration development portion of the site, were conducted in July and August 2020. Results will be incorporated in the 2021 Five-Year Review evaluation. Groundwater monitoring at IR Site 14 is ongoing.

A Remedial Investigation for PFAS will be conducted at IR Site 14 based on the site history and sampling to date. The Draft Remedial Investigation Work Plan for PFAS is scheduled to be submitted for review in March 2021, with field work beginning in late summer 2021.

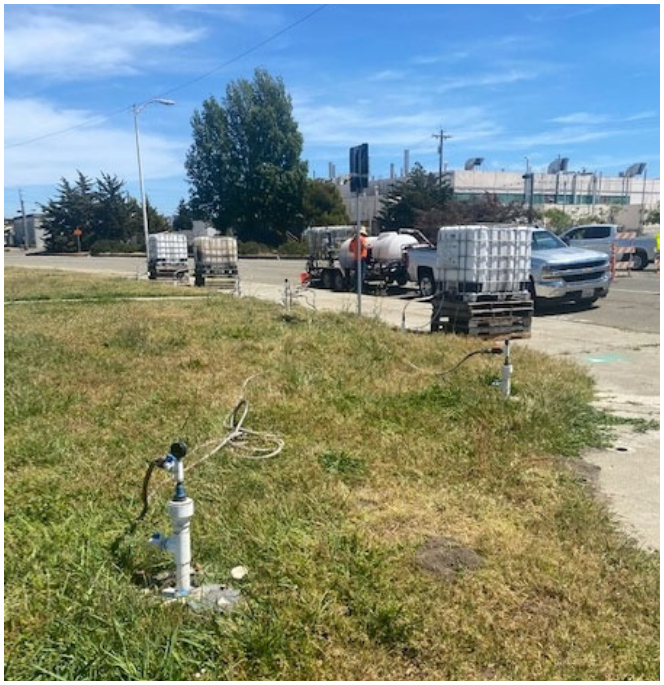


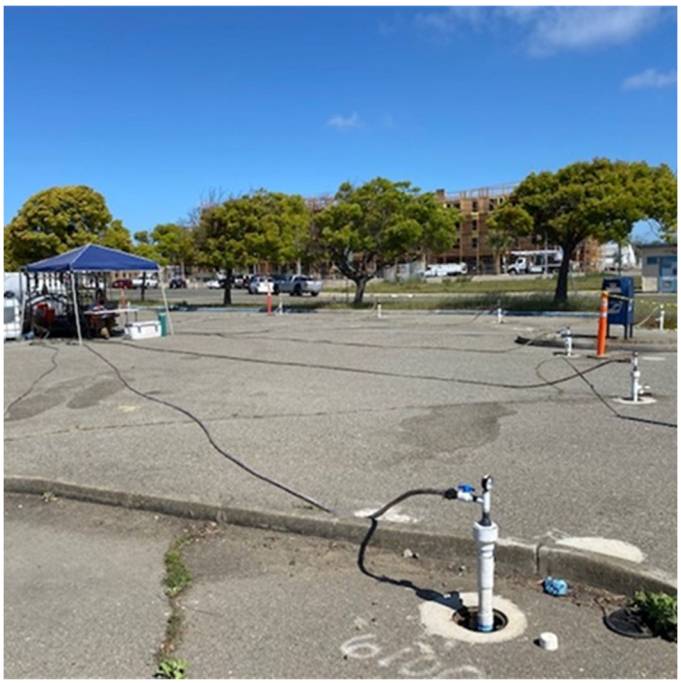
2nd Injection Event at IR Site 14 in August 2020.

Operable Unit (OU) 2B

Operable Unit (OU)-2B includes IR Site 3 (Abandoned Fuel Storage Area), IR Site 4 (Building 360 – Aircraft Engine Facility), IR Site 11 (Building 14 – Engine Test Cell), and IR Site 21 (Building 162 – Ship Fitting and Engine Repair). Groundwater contamination, designated as the OU-2B plume, is present in IR Sites 4, 11, and 21. Treatment of the groundwater began in 2018 and is in progress, with the most recent treatment conducted in April and May 2020. The groundwater treatment will continue in 2021.

The type of groundwater treatment is in situ bioremediation (ISB). In ISB, lactose and/or emulsified vegetable oil [EVO]) is injected into wells to provide a substrate ("food") for microscopic organisms that will, through time, remove the groundwater contaminants. The Navy has been working with the BRAC Cleanup Team to optimize the remediation (clean-up). Optimization included the installation of 45 additional injection (treatment) wells and 17 long-term groundwater monitoring wells between December 2019 and February 2020. The additional injection wells are located primarily along the northern and southern plume boundaries and within the northern part of Building 360 to improve treatment of the groundwater contamination in these areas. These new injection wells were used to treat the groundwater contamination during the April to May 2020 injection event. The ISB treatment is working and optimization also included decreasing the number of wells sampled quarterly. The performance monitoring wells that are used to evaluate the progress of the remediation are now sampled semiannually or annually. Activities conducted in 2020 and scheduled in 2021 are summarized below. performance monitoring wells that are used to evaluate the progress of the remediation are now sampled semiannually or annually. Activities conducted in 2020 and scheduled in 2021 are summarized below.





Injection Wells at OU 2B during the April to May 2020 injection event.

Activity	Begin	End
2020 Monitoring Events	February 2020	November 2020
Injection Event 3	April 2020	May 2020
2021 Monitoring Events	February 2021	November 2021
Draft Interim Remedial Action Completion Report	April 2021	
Final Interim Remedial Action Completion Report	September 2021	
Injection Event 4	September 2021	October 2021
Reach Remedial Goals	Monitoring until remedial goals are achieved	

Operable Unit (OU) 2C

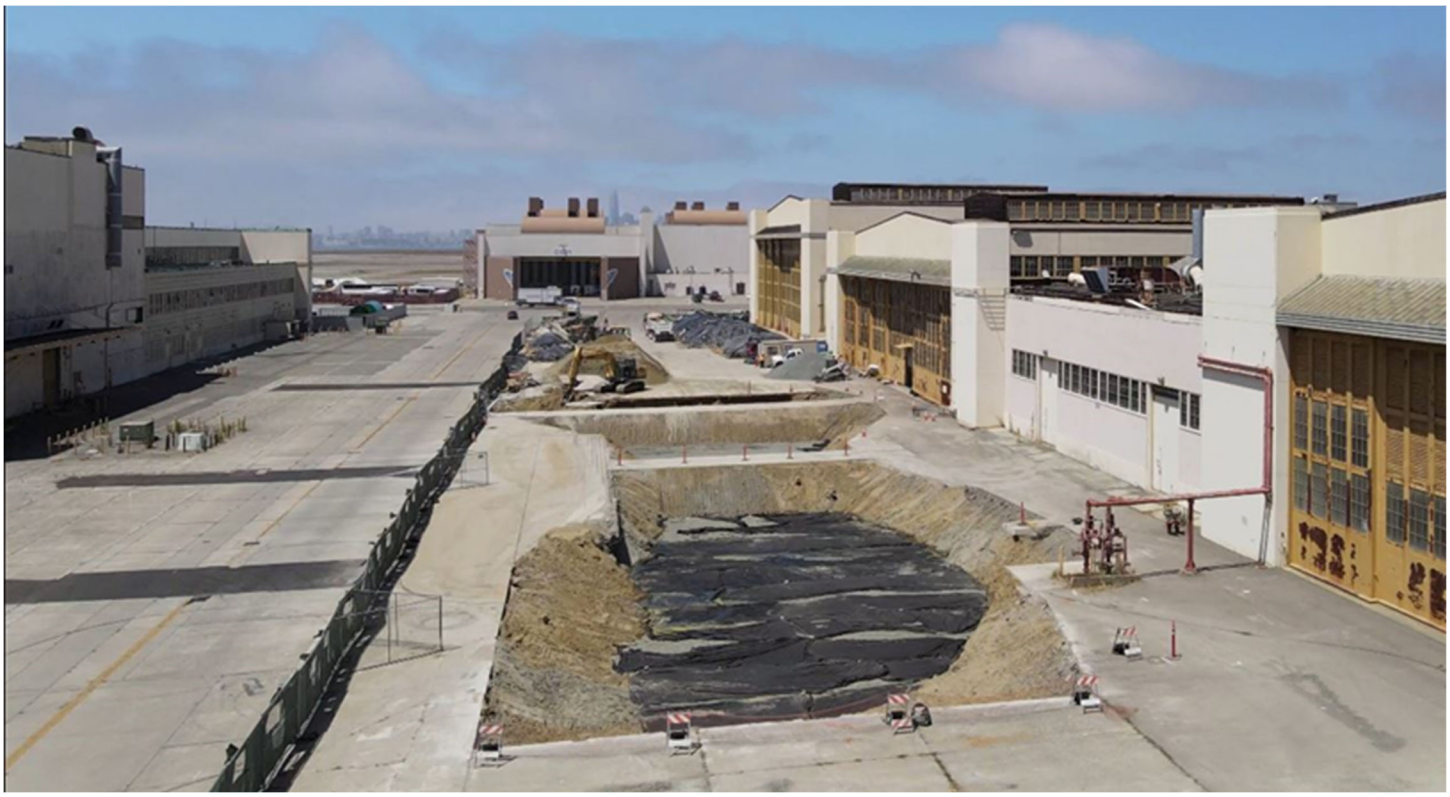
OU-2C consists of IR Site 5 (Building 5/5A – Aircraft Rework Facility), IR Site 10 (Building 400 – Missile Rework Operations), and IR Site 12 (Building 10 – Power Plant). Groundwater contamination, as documented in the Record of Decision, is present in IR Site 5. Treatment of the groundwater began in 2018, with the last treatment conducted in July 2019. Recent groundwater monitoring results show that the IR Site 5 groundwater concentrations are below the remedial goals. The Final Interim Remedial Action Completion Report (IRACR) for IR Site 5 groundwater was issued in November 2020. To ensure that the groundwater concentrations do not rebound to levels above the remedial goals, groundwater monitoring will continue at IR Site 5 for at least two years and until BCT concurs that groundwater monitoring can be discontinued.

The Final Remedial Action Completion Report (RACR) for the OU-2C industrial waste line located outside Buildings 5, 5A, and 400 was issued in September 2020. This report documents completion of the remedial action for the industrial waste line outside of Buildings 5, 5A, and 400 in September 2019. The 2019 industrial waste line remedial action successfully removed segments of the industrial waste line in the roadways and allowed the City of Alameda to complete important redevelopment infrastructure in areas without contamination.

Petroleum

The Navy continues to make significant progress investigating and cleaning up areas at the base that were impacted by the use, storage, and transport of petroleum products, including aviation gasoline and jet fuel.

In 2020, the Navy closed 8 petroleum sites. Currently, 71 petroleum sites remain open with over 270 sites closed. The Navy is currently conducting corrective action at 53 petroleum sites.



Excavation at Corrective Action Area 5B West to remove petroleum-impacted soil.
Source: Richard Bangert

NAS Alameda Team Member Profile: Dave Darrow

An introduction to the new Alameda Point Base Realignment and Closure (BRAC) Environmental Coordinator (BEC), Dave Darrow.

Dave is a native Californian and attended University of California at Santa Barbara. In his free time, he enjoys spending time with his family, camping, fishing and riding motorcycles.

Dave welcomes public input on environmental activities at Alameda Point. You can reach him by telephone or email: 619-524-5783 or david.c.darrow@navy.mil

AP Focus: As Alameda Point BEC, what are your responsibilities?

Darrow: The BEC acts as the Navy's liaison to the federal and state regulatory agencies and to the City of Alameda. I am responsible for leading the BRAC Clean- up Team and serve as co-chair on the Restoration Advisory Board (RAB). Among other responsibilities, I am responsible for conducting Five Year Reviews of remedial actions at Alameda Point. We just started the 2021 Five Year Review for Alameda Point.

I am excited to serve as the BEC at Alameda Point after having spent the previous 11 years as a project manager working on many challenging and satisfying projects at Alameda.

AP Focus: How would you characterize the status of cleanup at Alameda Point?

Darrow: The cleanup at Alameda Point is progressing well. To date, the Navy has closed 17 of the 35 Installation Restoration Sites at the base. Navy has implemented remedies at 13 sites; has remedial actions in progress at 4 sites; and is working toward a final record of decision and remedial action for 1 site.

To date, we have transferred over 2,500 acres of the former Naval Air Station to the City of Alameda, US Coast Guard, and Alameda Unified School District. We continue to monitor some of the sites, as required, and we are continuing our cleanup efforts at the open sites.

AP Focus: What role does the RAB play in cleanup activities?

Darrow: The RAB serves to facilitate community involvement with the Navy's environmental restoration program at Alameda Point. The RAB plays an important role in the cleanup and offers an opportunity for community members to meet on a regular basis to discuss and comment on the cleanup at Alameda Point, thus providing valuable input to the ongoing environmental restoration.

Although the pandemic has prevented in-person RAB meetings, I look forward to the day when we can resume travel and our regular RAB meetings. It will be nice to get out from behind the computer monitor, to get away from teleconferences, and hold in-person meetings with the community.

AP Focus: What has been the most challenging about the cleanup at Alameda Point?

Darrow: I am quickly learning the details about past and current site cleanup actions across the base to ensure the Navy's progress toward completing environmental restoration at the base continues uninterrupted. My biggest challenge to date has been the collaboration between multiple stakeholders toward our goal of finalizing the Record of Decision at IR Site 32. The challenges include balancing priorities within the CERCLA process between regulatory agency guidance, community input, protection of human health and the environment, and redevelopment.

AP Focus: Your office is in San Diego. Prior to COVID travel restrictions you traveled to Alameda often. What do you enjoy about the time you spend in Alameda?

Darrow: With its great hometown feel, slower pace and Victorian architecture, Alameda is my favorite city in the east bay. I always look forward to traveling to Alameda Point for work. Especially now, with so much redevelopment at the base, there are some great places to have lunch, including those with beautiful views of the bay.

Basewide PFAS Preliminary Assessment

The Navy is completing a Basewide Preliminary Assessment (PA) for the emerging chemical of concern Per- and Polyfluoroalkyl Substances (PFAS). PFAS is found in firefighting foams, stain-resistant/waterproof textiles, cleaning products, and food wrappers, and was historically used in metal plating operations. The purpose of the Basewide Preliminary Assessment is to ensure consistency for identification of potential PFAS-impacted areas, and prioritize further investigation, if warranted. The draft Preliminary Assessment report was submitted for agency review in June 2020. The Navy plans to submit a work plan in March 2021 for a Site Inspection for sites identified as warranting further investigation.

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Postage

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