

RO 143 Chevron #9-0020
1633 Harrison St, Oakland
Conference Call May 26, 2011; 9:00 – 9:40 am

Attendees:

Kathleen Mertz, Oakland Housing Authority
Phil Neville, Oakland Housing Authority
Nathan Lee, CRA
David Patton, Chevron
Shad Small, OHA
Glenn Young, Fugro
Don Wallis, Jero Corp
Jeanine Kaufman, Jero Corp
Kurt Lindquist, Jero Corp
DK Root, Goldfarb Lipman (attorney?)
Mark Detterman, ACEH

Todd Littleworth, Chevron; invited, but could not make it.

The conference call meeting was called by Kathleen Mertz and Shad Small principally to identify the process for moving site overexcavation forward. (As background - "new" waste oil contamination was apparently discovered May 3, 2011. ACEH was initially contacted with VM with this information on May 13, 2011 @ 4:35 with news. Overexcavation is now set for May 27 @ 7:30am).

Nathan relays that existing stockpile has been profiled and will be removed from site tomorrow. Guestimate is a TD of approx 12 ft based on WO UST overexcavation. Glenn Young asked if CRA is prepared to dig deeper as well MW-5 in vicinity of planned excavation has indications of staining at the cap fringe (20 ft bgs). (My subsequent review also indicates black stringers / staining at approx 9.5 ft bgs in log, potential discoloration / staining at 20 ft is likely water borne from elsewhere on site). TAT will be 24 hr on confirmation sampling, so expect results Tuesday afternoon due to holiday. Shad asks ACEH to detail sampling process, how is it done. My response was that it is a standard sampling methodology (perimeter sidewall and bottom samples at a standard interval, at likely worse case locations), but use field instrumentation, nose, staining, but with final confirmation by laboratory data. This is especially true with WO, as most field workers have encountered surprises in what looked clean, but is not per lab data for WO. This can be iterative at that point, with more 24 hour lab result delays. Time was spent on how to minimize those delays, and immunoassay testing was mentioned, but CRA does not have this capability. Significant amount of time was also used to discuss who would be responsible for backfilling the resulting hole. David Patton was concerned that Chevron would be encountering legal liability for backfilling the hole (correctly specified soil type, compaction results) and that is not part of their responsibility. It was finally clarified that this largely amounts to a cost recovery concern. He needed to defer to Todd Littleworth, who is responsible for contract obligations and could not speak to this detail. He will be following up on that aspect. The contractor took responsibility for handling backfill actions, and would let OHA and Chevron determine who would pay the bill. Potential additional contamination might be discovered upon installation of the elevator shaft. Kathleen asked for all to respond more quickly than this current removal effort in that event, and then gave a wrap up summarization, to which all appeared to agree with. Individual conversations then began and I left the conference call.

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