



Portsmouth EM Site Specific
Advisory Board

ENVIRONMENTAL CLEANUP AND LAND PREPARATION SUBCOMMITTEE

WEDNESDAY, FEBRUARY 15, 2012 @ 5:45 P.M. ROOM 160

AGENDA

- PRESENTATION – Development of SSAB Recommendation on Process Building D&D presented by Dennis Carr, Karen Price, Fluor-B&W
- DISCUSSION
- PLAN OF ACTION

ADJOURN

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ENVIRONMENTAL CLEANUP & LAND PREPARATION SUBCOMMITTEE

MEETING SUMMARY

FEBRUARY 15, 2012 • 5:45 P.M.

THE OHIO STATE UNIVERSITY ENDEAVOR CENTER
1862 SHYVILLE ROAD, PIKETON, OH 45661

Subcommittee Members Present: Cristy Renner Subcommittee Chair, Frank Halstead Subcommittee Vice-Chair, Martha Cosby, Stan Craft, Brian Huber, Sharon Manson

SSAB Subcommittee Members Absent: Michael Payton

Other SSAB Members Present: Dick Snyder Board Chair, Val Francis Board Vice-Chair, Gene Brushart, Dan Minter

U.S. Department of Energy (DOE) and contractors: Joel Bradburne, Greg Simonton, DOE; Rick Greene, Restoration Services, Inc. (RSI); Karen Price, Dennis Carr, Jerry Schneider, Marc Jewett, Fluor-B&W Portsmouth (FBP)

Liaisons: Maria Galanti, Ohio Environmental Protection Agency (EPA); Joe Crombie, Ohio Department of Health (ODH)

Support Staff: Julie Galloway, Cindy Lewis, Eric Roberts, EHI Consultants (EHI)

Public: Mark Johnson, Tri-State Building and Construction Trades Council

Renner opened the meeting.

- 1. Information Portfolio presentation was delivered by Karen Price, Marc Jewett, Fluor-B&W during the Waste Disposition Subcommittee meeting, the subcommittee went straight into discussion because the presentation was identical to the previous subcommittee presentation and everyone attended that meeting.**
- 2. Discussion:**

Question/Comment:	Answer:
Minter: EM makes million-dollar decisions every day. We have to have a plan so they keep giving us funding.	Simonton: Water and sewer will be needed for any business that would be interested in coming here. Water is needed in lots of industry, like food processing or paper mills, etc.

<p>The key is to create an opportunity. I have chased end uses for a long time. Every day I find an article about an opportunity that we missed.</p>	
<p>Francis: We need to work together and develop a vision for the future. I do not want to see us bullying DOE to do what we want. We have to negotiate the best deal we can. We have to make the hard decisions now.</p> <p>Build the roads now to get ready for opportunities. We need to have things aligned. We want Fluor to do the PR for us. We have a lot of work ahead of us. We can do it.</p>	<p>Roberts: How do you juggle the end use with the fact that there is a cleanup schedule? How do you get to the first step and finish at the same time?</p>
<p>Renner: We want Fluor to work for us, work for our future.</p>	
<p>Roberts: How long before the Canup study is complete?</p>	<p>Schneider: Soon, within a month at some point the Canup group will be willing to meet with the full board or subcommittee. They should have something ready in March.</p>

Renner: Meeting adjourned

Next meeting: Tuesday, March 13, 2012 at 6:30 p.m.

Key Numerical Information for the Waste Disposal Alternatives

Marc Jewett

Fluor-B&W Portsmouth, LLC
SSAB Subcommittee Meeting
February 15, 2012

Objectives for Tonight

- Provide the key numerical information supporting the waste disposition alternatives.
- Discuss a holistic path forward on how all the decisions work together to deliver the final plan for the site.

Recap: Information Being Provided For Both Alternatives

1. Cost Summaries
2. Volumes of Materials
3. Duration of the Alternatives
4. Transportation Metrics
5. Transportation Risks
6. Employment Projections

Please Note – All data presented are preliminary and subject to revision as the Waste Disposition RI/FS is finalized.

Cost Comparison



- All values are presented in Net Present Value dollars, as required by CERCLA guidance.*
- Adopts OMB Circular A-94 Net Present Value factors, as required by CERCLA guidance.
 - Uses a real discount rate of 2% (accounts for both inflation and capital growth).
 - Applies 1000-year performance period for on-site disposal.
- Net Present Value – How much money must be placed in the bank today at a 2% effective interest rate to pay for the total cost of the alternative across all years.

** EPA 540-R-00-002, A Guide to Developing and Documenting Cost Estimates During the Feasibility Study, July 2000*

Cost Comparison Capital/O&M Breakout

Cost Category	On-Site With Some Off-Site Disposal	All Off-Site Disposal
Capital	\$652 Million	\$1.62 Billion
Operations & Maintenance	\$16 Million *	**
Total	\$668 Million	\$1.62 Billion

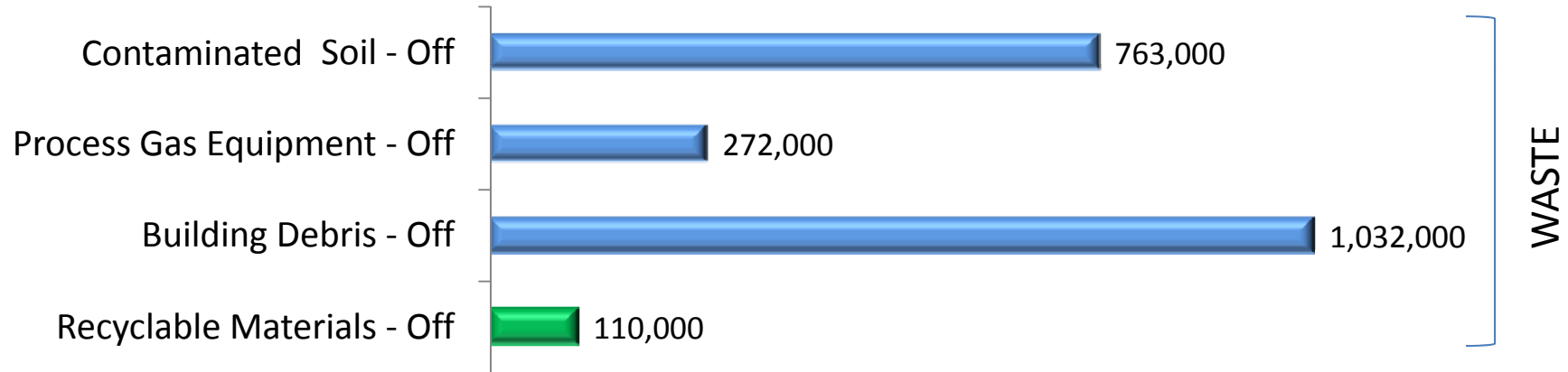
All costs are in Net Present Value dollars

* O&M cost for on-site disposal based on 30-year active maintenance period with passive maintenance thereafter.

** Long-term O&M costs for off-site disposal facilities are assumed to be covered by disposal fee.

Off-Site Alternative

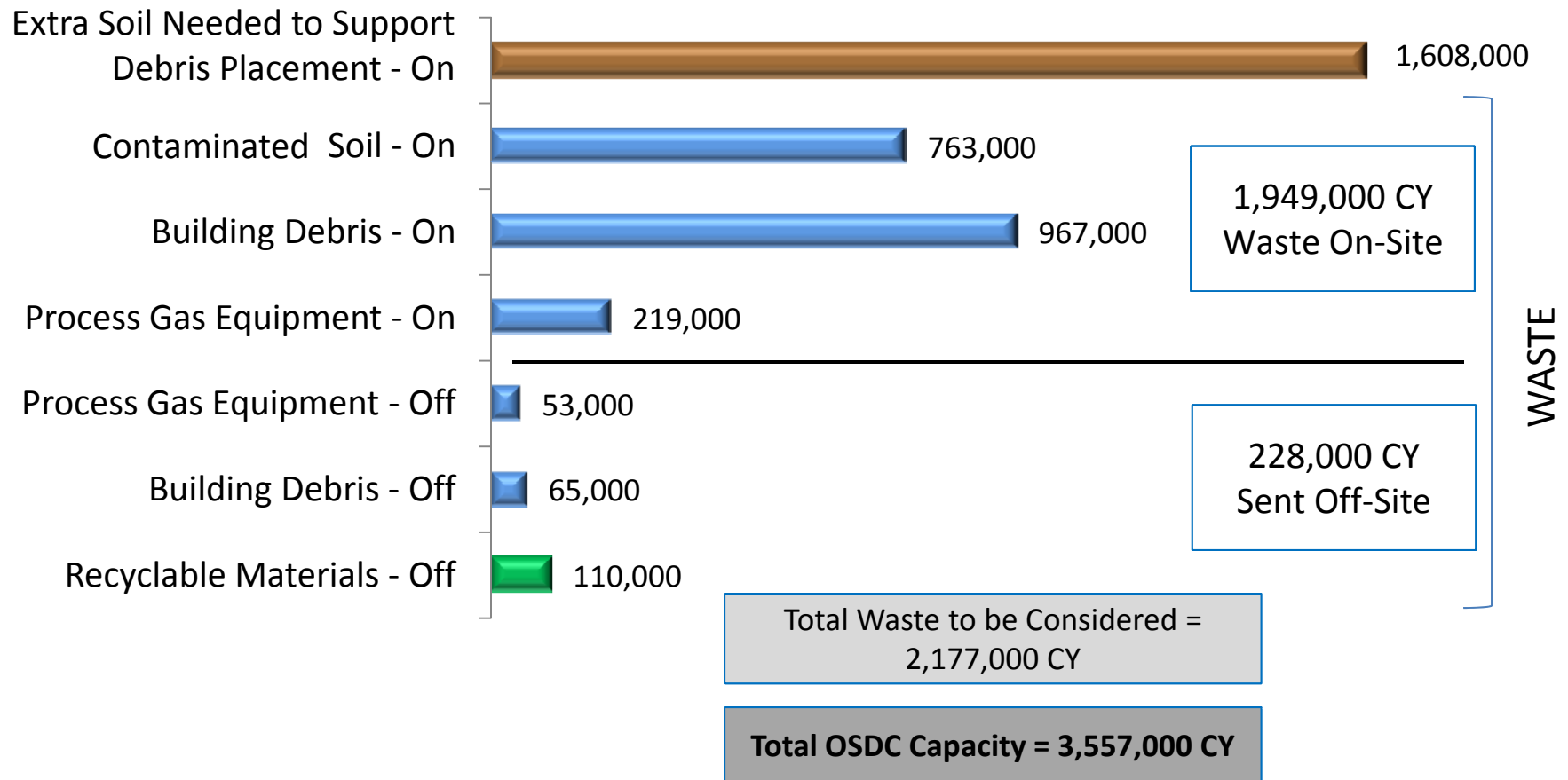
(volumes in cubic yards)



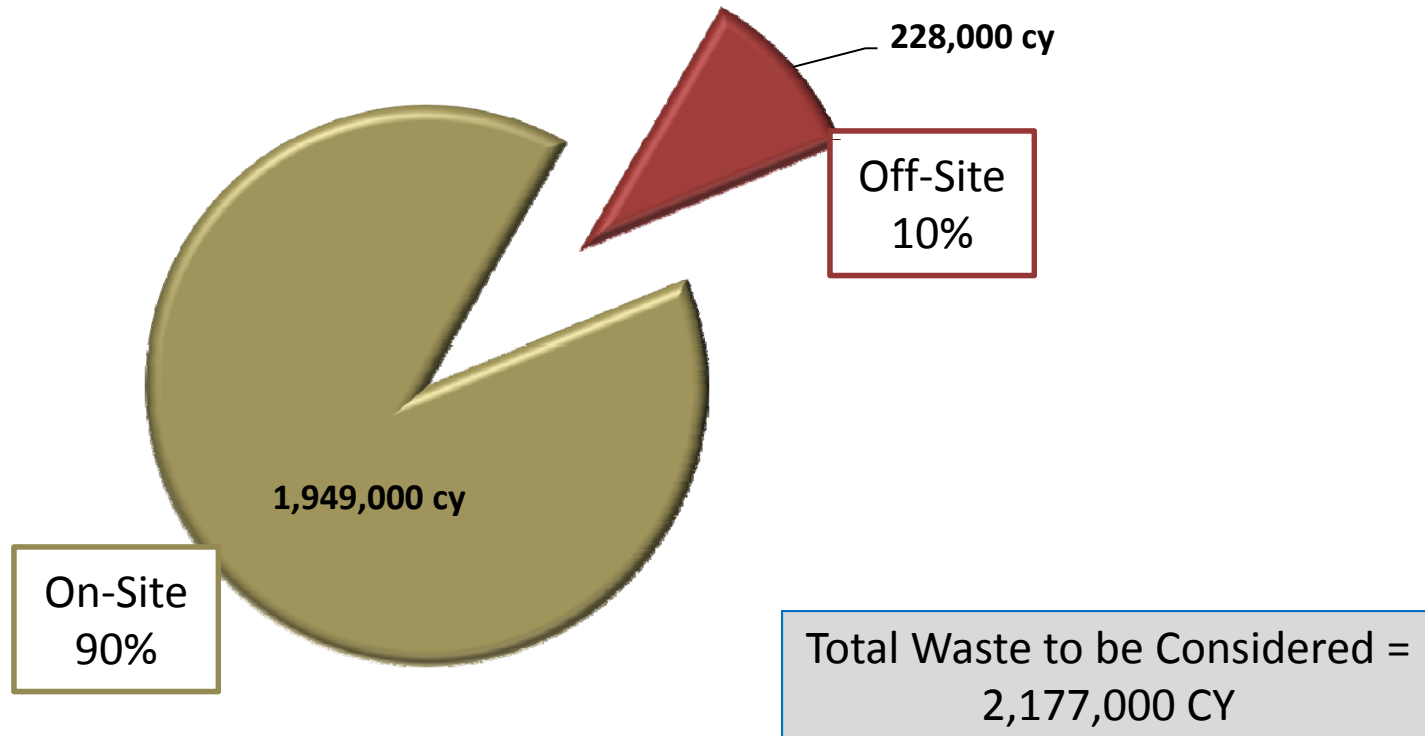
Total Waste to be Considered =
2,177,000 CY

On-Site/Off-Site Alternative

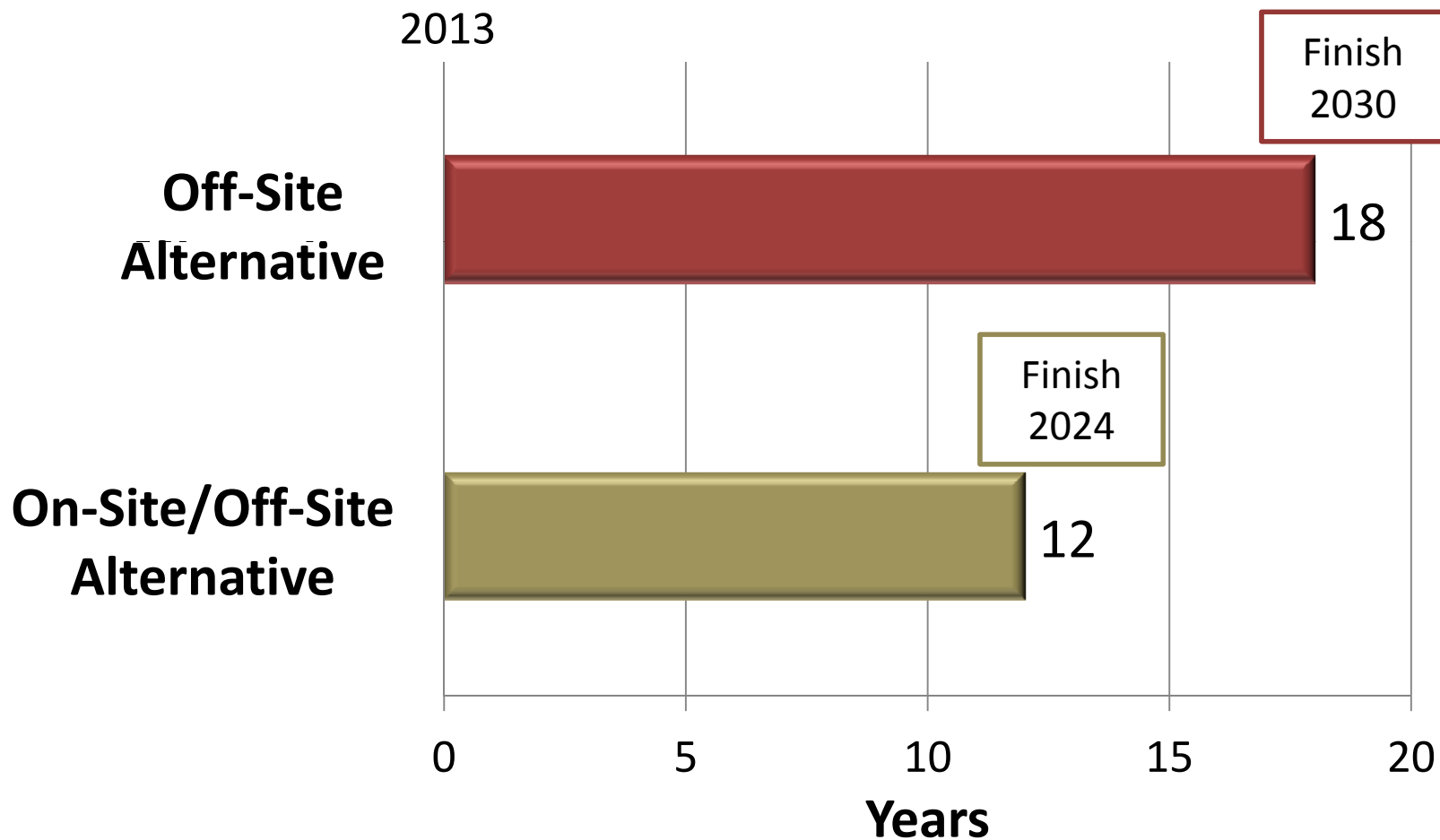
(volumes in cubic yards)



Waste Disposition for On-Site/Off-Site Alternative



Alternatives Duration Comparison



Duration: Key Factors

- Alternatives implementation schedule driven by funding availability not by material movement.
- Feasibility study assumed level funding profile.
 - Similar to Fiscal Year 2012.
 - \$475 million per year total site funding.
 - Meets 2024 end date for lowest cost alternative.

Key Transportation Metrics



Rail Cars to Utah

Off-Site: 15,000 rail cars

On/Off-Site: 260 rail cars



Trucks to Nevada

Off-Site: 9,700 trucks to NNSS

On/Off-Site: 4,500 trucks to NNSS



Local Trucks

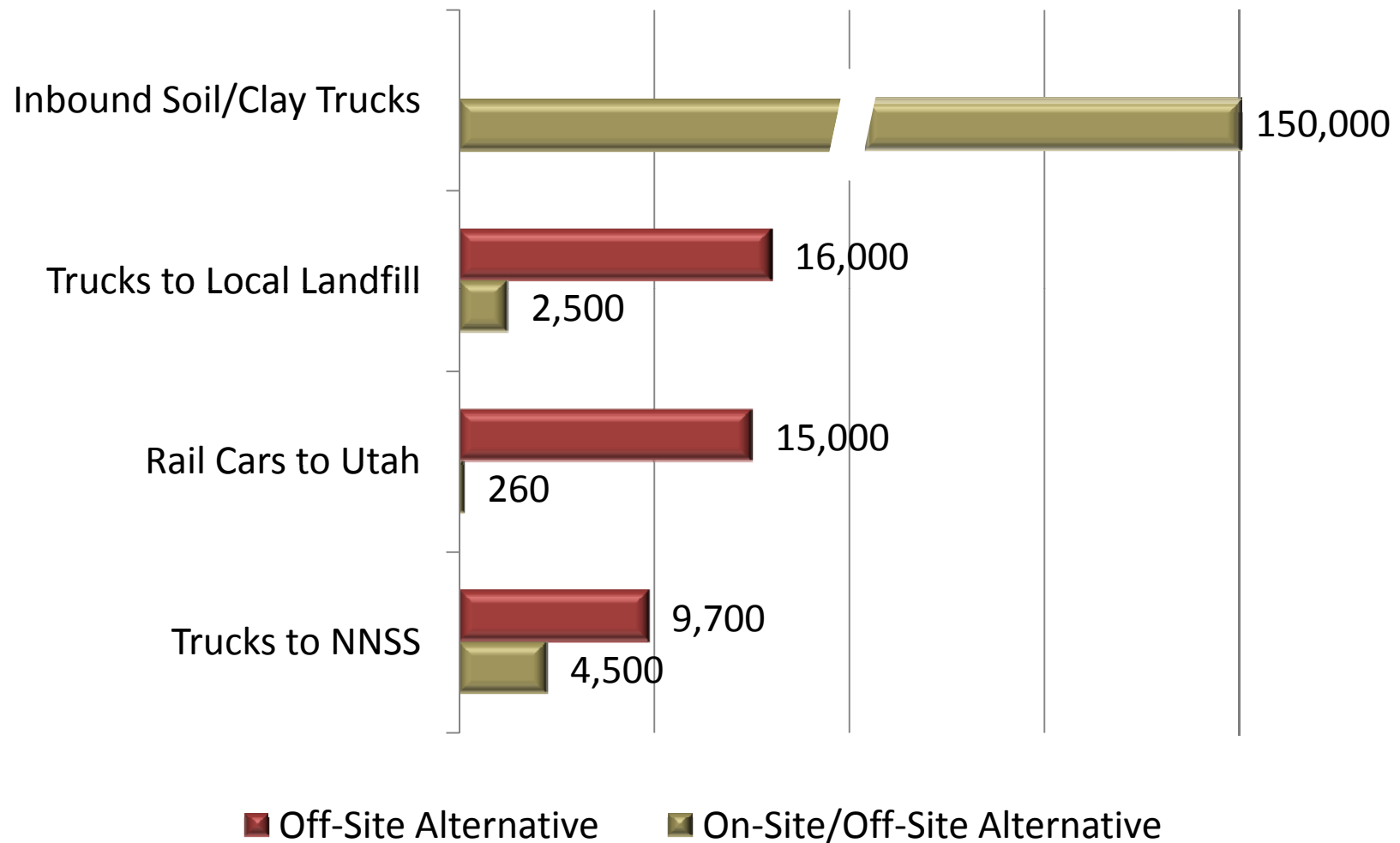
Off-Site: 16,000 trucks to local landfill

On/Off-Site: 150,000 trucks clay/rock to OSDC

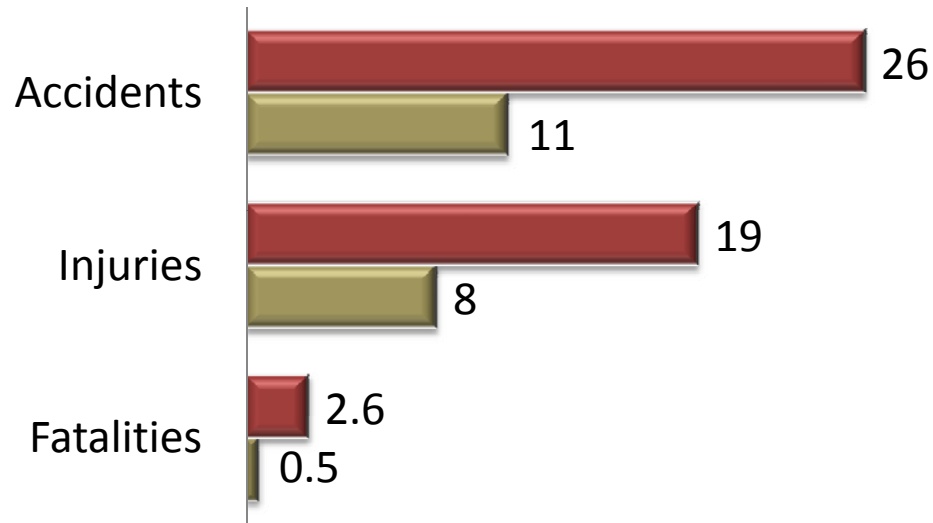
On/Off-Site: 2,500 trucks to local landfill

Key Transportation Metrics

(Unit: Individual Trucks/Rail Cars)



Key Transportation Actuarial Risks

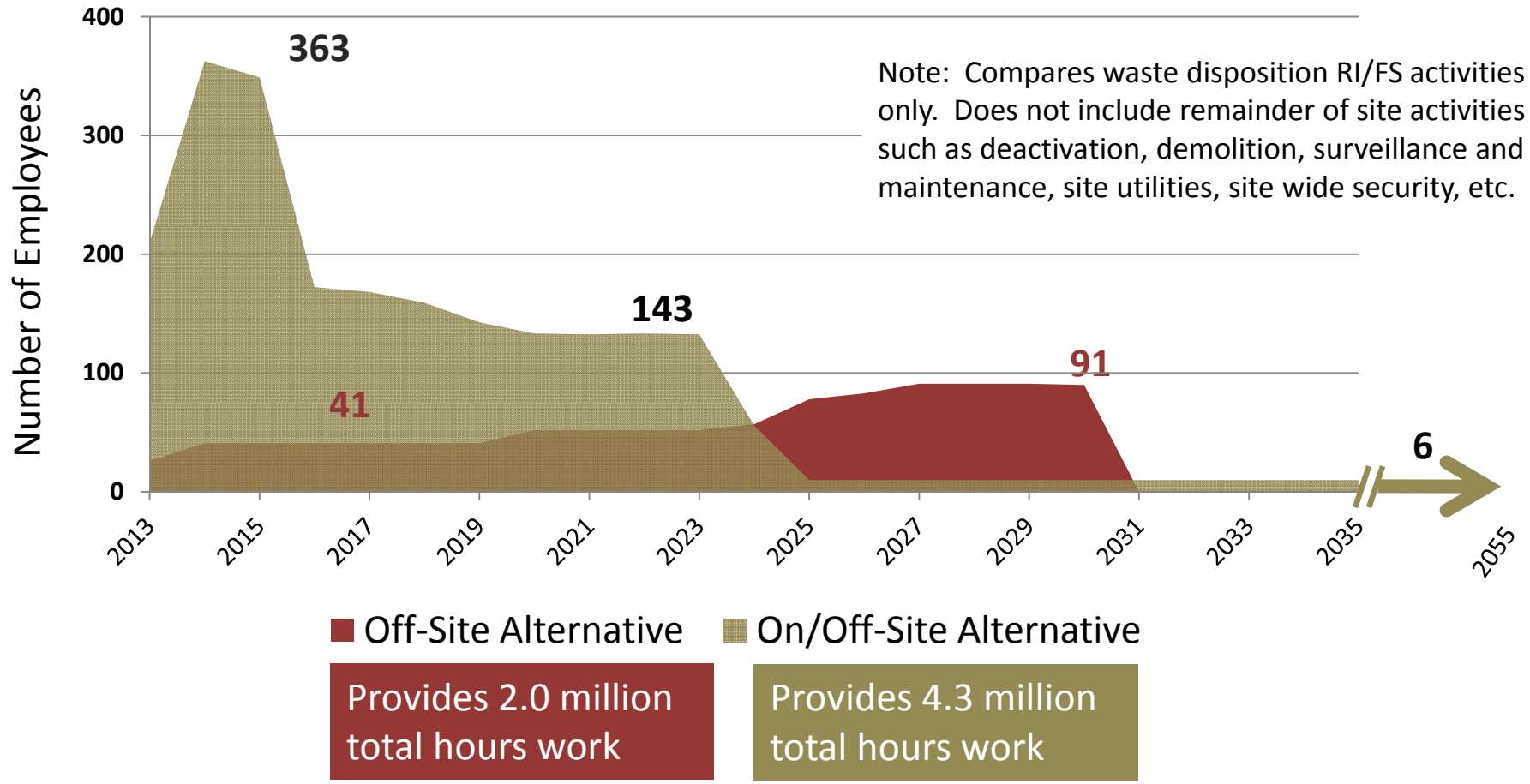


- Off-Site Alternative
- On-Site/Off-Site Alternative

	Off-Site Alternative	On/Off-Site Alternative
Truck Miles	43 million	24 million
Rail Miles	55 million	950 thousand

Accident, injury, and fatality numbers are published actuarial statistics for truck and rail car transportation. They are based on number of miles traveled.

Employment Comparison



Key Metrics Summary

Information compiled for PORTS SSAB use by Fluor-B&W
Portsmouth, LLC from DRAFT version of RI/FS

	Off-Site Alternative	On-Site/Off-Site Alternative
Cost	\$1.62 Billion	\$668 Million
Material Distribution	100% Off-Site	10% Off-Site 90% On-Site
Schedule	18 years	12 years
Transportation		
- Local trucks	16,000 local trucks	152,500 local trucks
- Trucks to NNSS	9,700 trucks	4,500 trucks
- Rail cars	15,000 rail cars	260 rail cars
- Truck miles	43 million miles	24 million miles
- Rail miles	55 million miles	950 thousand miles
- Statistical accidents	26	11
- Statistical injuries	19	8
- Statistical fatalities	2.6	0.5
Employment		
- Duration	18 years	12 years
- Labor hours	2.0 million hours	4.3 million hours

Waste Volumes Summary

(Unit: Cubic Yards)

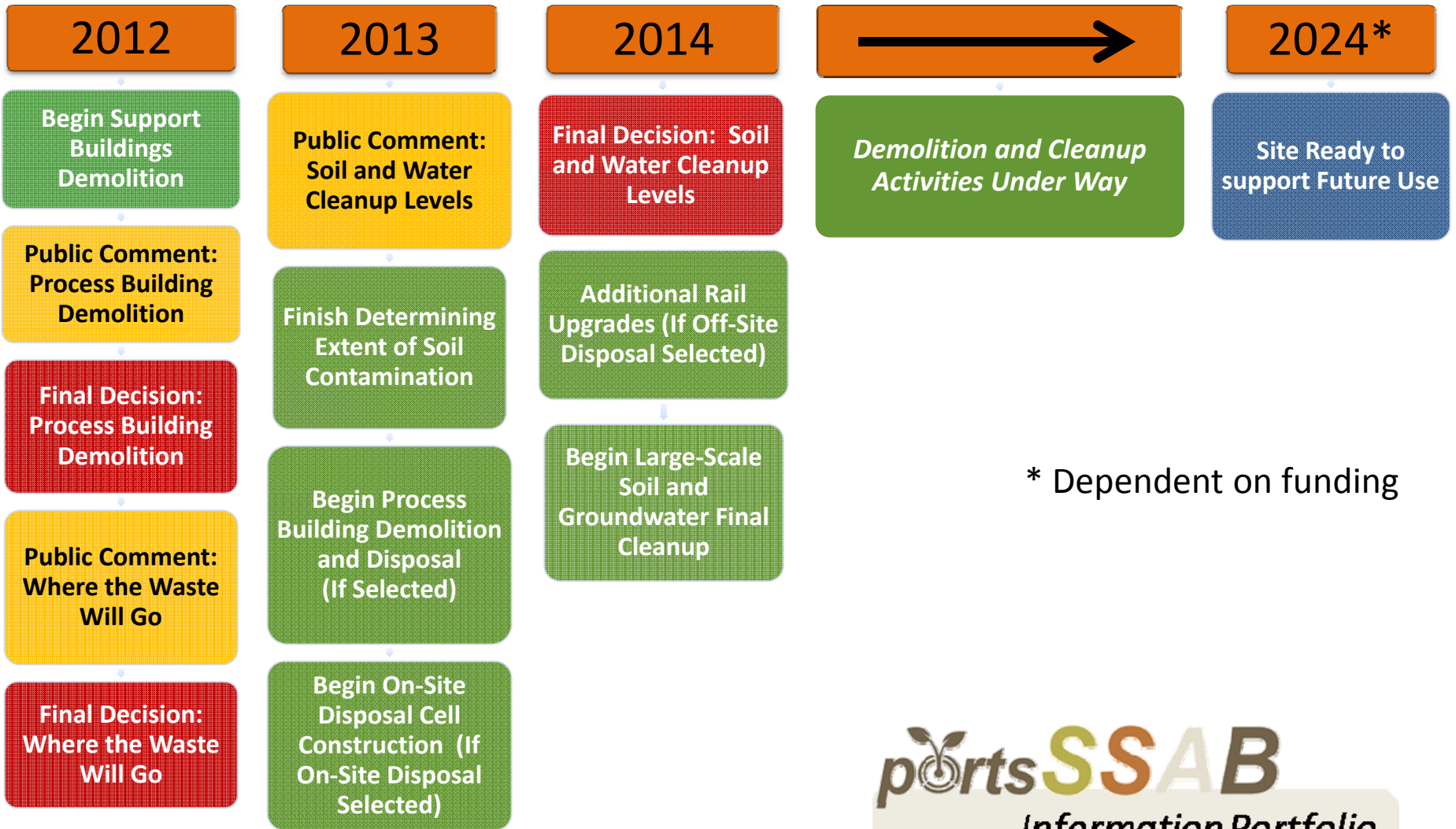
	Off-Site Alternative	On-Site/Off-Site Alternative
Soil	0	763,000
Building Debris	0	967,000
Process Gas Equipment	0	219,000
ON-SITE WASTE SUBTOTAL	0	1,949,000
Soil	763,000	0
Building Debris	1,032,000	65,000
Process Gas Equipment	272,000	53,000
Recyclable	110,000	110,000
OFF-SITE WASTE SUBTOTAL	2,177,000	228,000
WASTE TOTAL	2,177,000	2,177,000

Information compiled for PORTS SSAB use by Fluor-B&W Portsmouth, LLC from DRAFT version of RI/FS

ON-SITE WASTE SUBTOTAL	1,949,000
Additional Soil for Debris Placement	1,608,000
OSDC CAPACITY	3,557,000

Considerations for Re-industrialization

1. Clean-up levels
2. Locations of landfills and plumes – relationship to re-industrialization
3. Existence & location of potential OSDC
4. Final grade of available parcels
5. Available/remaining utilities
6. Rail infrastructure / access to main lines
7. Access to site
8. Others:
 - Utility rates
 - Tax structure
 - Land cost
 - ... ?
 - ... ?
 - ... ?



* Dependent on funding

