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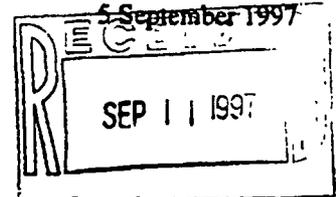
Mr. Jordan English

Ms. Sue Hosmer

LCDR Darrell Creasey

Mr. Mark Taylor

LCDR Terry Jones



Dear RAB Members:

On behalf of Captain Rondeau, I am forwarding minutes from the July 29 meeting.

The next meeting is scheduled for Tuesday, October 28, 6:30 p.m., at Baker Community Center. I will send a reminder notice as the time approaches.

I look forward to seeing you on October 28. In the interim, if you have any questions please do not hesitate to call me at (803) 820-5610, or you may call Ms. Sue Hosmer, NSA Memphis Public Affairs Office, at 874-5761.

Sincerely yours,

David L. Porter
BRAC Environmental Coordinator

enclosure: meeting minutes (29 July 1997)

NAVAL SUPPORT ACTIVITY MEMPHIS
RESTORATION ADVISORY BOARD MEETING MINUTES

Baker Community Center
Millington, Tennessee
Tuesday, July 29, 1997
6:30 p.m.

Welcome and Introductions — Capt. Ann Rondeau — Naval Support Activity Memphis

Capt. Rondeau opened the meeting by welcoming everyone. This being her first meeting she asked those in attendance to introduce themselves so that she would be familiar with those present. She then introduced the first speaker.

BRAC Cleanup Team Status/Site Updates

David Porter — Southern Division, Naval Facilities Engineering Command

Mr. Porter presented changes to the BRAC Environmental Timetable. Since the last meeting in April there is a much better feel for possible dates for actual transfer of property. There is a process in place for the early transfer of property, as discussed in the last meeting, through changes in the CERCLA law that allows the Navy to transfer property, with provisions, before remediation is complete. There is documentation that must be completed and approved by the Governor of Tennessee before that can actually happen.

The projected milestones for early transfer include the following:

September/October 1997	Completion of the Environmental Baseline Survey Update and the Finding of Suitability to Transfer (FOST) for both the Airfield and Non-Airfield parcels. These are both currently in draft form and being reviewed by the BCT.
January 1998	Completion of the Environmental Impact Statement (EIS) and Record of Decision (ROD)
May 1998	Completion of the Parcel Deferral Proposal (PDP). This documentation includes the Environmental Response Obligation Addendum, which accompanies the Finding of Suitability to Transfer and will include specifics between the two parties (Navy and community) on the transfer. It will list all of the environmental conditions and the schedules for the Navy to complete the cleanup. It should be finalized and ready to send to the Governor for approval and signature by May 1998.

According to the timetable, transfer of the airfield could occur in approximately May 1998, with the remainder of the property transferred by the end of 1998.

As shown on the Environmental Timetable, the schedule for the Corrective Measures Study, the next major phase of the remediation process, has been compressed and should be completed about six months sooner than originally anticipated. With the completion of the Corrective

Measures Study, the actual implementation will also be moved forward approximately six months. The Corrective Measures Study process will be talked about in detail later this evening.

Mr. Porter also mentioned two additional handouts which update the progress on the BRAC sites (Base Realignment and Closure — sites to be transferred) and DERA sites (Defense Environmental Response Account — sites to be retained by Navy). These handouts will be provided at each RAB meeting and feedback from participants would be appreciated. Mr. Porter discussed a few of the BRAC sites. There is one site that needs additional investigation (SWMU 18) where soil and groundwater contamination was found after the removal of an underground storage tank. There is one site yet to be investigated, MAG 41 — Hazardous Waste Storage Area, which is a fenced-in area that was used to store hazardous waste. This investigation is part of the normal regulatory close-out process for the site. There are a number of sites that still have some work to be done under Voluntary Corrective Actions before the sites are closed out. These will be completed around October 1997. Of the underground tank scheduled for removal, all but one has been completed. This one remaining tank (at former hanger N-6) will be handled as a Voluntary Corrective Action. There are five oil/water separators that will be removed over the next several months. Also, the community has requested that two bulk fuel storage tanks be left on the west side of the runway. Those tanks will be cleaned for use as non-potable water storage (for fire fighting) for the industrial development planned for the west side of the runway. That project will be completed shortly.

There were no questions for Mr. Porter.

The Corrective Measures Study — Identification and Evaluation of Remediation Technologies
John Stedman — EnSafe/Allen & Hoshall

Mr. Stedman explained where the Corrective Measures Study (CMS) fits into the overall RCRA Corrective Action process. A fact sheet outlining the RCRA process, distributed in the past and made available at the meeting.

Mr. Stedman outlined the steps in a Corrective Measures Study as follows:

The first step is to identify potential technologies or general processes. They are identified based on the type of contamination and type of media that has been impacted (i.e., soil, groundwater, air, etc.), professional experience, and familiarity with other sites that may have the same type of conditions. Research is also needed to include new technologies and to review existing technologies.

The second step: Once the list of technologies has been made, they must be screened to eliminate those that are not feasible for the site. Site characteristics, waste characteristics, and limitations of available technologies are considered for each potential technology.

The third and final step of the CMS is to evaluate the remaining alternatives based on criteria established by regulatory agencies. These criteria are considered "primary," and include: protection of human health and environment, complying with cleanup requirements and standards (Federal, State, Navy, and others), and controlling the source of the release.

Secondary factors are also considered, such as long-term and short-term effectiveness, reducing the overall volume of the contaminant mass, how easily can the technology be implemented, and cost.

To put the CMS process in layman's terms, Mr. Stedman used an analogy of an individual building their own home from the ground up. The same process of identification, screening, and evaluation used in the CMS can be used to review potential building materials.

Once the CMS evaluation has been completed, a report is written outlining the evaluation of the alternatives. The report also makes a recommendation for the proposed remedial alternative. The report must go through a public comment period before being considered "final." The BRAC Cleanup Team (BCT) will select a remedial alternative based on the final recommendation in the CMS. Mr. Stedman noted that the CMS is not the cleanup step. Cleanup, or remediation, is the next step. He also noted that a CMS does not always suggest cleanup as a remedy. This is because some sites can satisfy all the requirements with no action or through institutional controls (such as access restriction or groundwater monitoring).

Mr. Stedman updated the board on two sites at the base which require corrective measures. One of those is the north side fluvial groundwater, which is the deeper groundwater containing chlorinated solvents. A work plan is being prepared and, when that is complete, the CMS will be performed followed by a report containing recommendations for the preferred alternative. From that point, a remedial selection will be made, followed by design and implementation. For the north side fluvial groundwater it is estimated that it will take approximately two years to progress to the implementation stage.

The second area identified as requiring corrective measures is the loess soil and groundwater, which is the shallow groundwater. Petroleum constituents were found and EnSafe/Allen & Hoshall is scheduled to begin preparing the work plan in December. EnSafe/Allen & Hoshall anticipates beginning the implementation stage in about two and a half years.

Questions:

Capt. Rondeau asked if the contractor does the CMS. Mr. Stedman's response was "Yes".

She also asked if the BCT may or may not adopt the recommendation. Mr. Stedman responded, "Right, there is the possibility that the BCT might not like the recommendations made in the CMS and may ask the contractor to look at other alternatives." He also noted that the CMS and its recommendation will also go through a public comment period where other concerns may be raised. The BCT will make the final remedy selection.

There being no further questions for Mr. Stedman, Capt. Rondeau introduced the next speaker.

Perchloroethylene Contamination in Background Well No. 5

Jim Morrison — Tennessee Department of Environment and Conservation (TDEC)

Mr. Morrison began by stating that perchloroethylene (PCE) is a common dry cleaning solvent used throughout the country, and is probably one of the most common groundwater

contaminants found in the United States. When the BCT was developing the conceptual model for groundwater under NSA Memphis, and then drilling monitoring wells to locate "background" (existing or ambient) groundwater, they did not expect to find any contamination. However, at Background Well No. 5 (just north of Navy Road), PCE was detected in the groundwater 48 feet deep, at a concentration of 7 parts per billion (ppb) and these concentrations increased as they drilled deeper. Therefore, additional wells and direct push points (DPT) were installed to get a better idea of the flow direction and from where on base this contamination might be originating. From these additional points, the BCT was able to track that the groundwater flow is more or less straight down Navy Road, east to west. There is a private shopping center on Navy Road which has a dry cleaners located in it that uses PCE. In the process of putting in the DPT points it was found that as you get closer to the shopping center, the PCE levels are 730 ppm in groundwater. Points on the north side of the base east of Background Well No. 5 and points south of the shopping center on the south side of the base had no contamination detected. Therefore, it has been determined that the PCE in Background Well No. 5 is probably coming from off-base, most likely from the shopping center.

At this point, there were several questions from board members:

The question was asked if anyone has asked the dry cleaner how he disposes of his spent solvents. Mr. Morrison response was that this specific question would be asked during TDEC's Preliminary Assessment, of which the dry cleaner has been made aware. He explained that Preliminary Assessments are the first step to determine if there is potential for contamination.

Another question was asked about why samples were taken south of Navy Road. Mr. Morrison responded that initially groundwater flow indicated that contamination might be coming from the south, so the south side of the base was a logical place to look. Samples were collected south of Navy Road and from the south side of the base. However, those sample points from the south side of the base detected nothing.

Another question asked if the size of the plume is consistent with the amount of cleaning taking place at the site, and the length of time the business has been in operation. Also, a series of questions asked what impact the groundwater contamination might have on the Millington Light Industrial Park and its future development. Contamination was detected in groundwater at two locations in the Park. Mr. Morrison's response was that it should not have an impact if the actual spill occurred anywhere outside the park. He explained that this area has been housing for many years so you wouldn't expect to find dry cleaning or other industrial activity there and, therefore, no industrial spills or disposal. He explained further that the contamination has been detected in groundwater, around forty feet underground. So, unless massive pylons were going to be placed, it probably would have no impact to a surface building.

Capt. Rondeau asked Mr. Morrison to clarify if there was any indication that anything industrial had been going on in that area. Mr. Morrison replied that he had not seen any documentation regarding the Mud Flats area indicating any type of industrial activity or

commercial laundry activity that would have had a chance to dispose of this contaminant on the ground. He clarified further that the only way this contamination can get into the groundwater is to first get on the ground, then migrate down through the soil and get into the flow of the groundwater.

A question was asked about the ramifications of contamination getting in the creek that runs through there. Mr. Morrison responded that this type of contaminant (solvent) is extremely volatile. It degrades very quickly when exposed to air and sunlight.

The question was posed, "What is TDEC going to recommend? Are they going to recommend complete removal of the contaminants?" Mr. Morrison responded that he cannot speculate until after the Preliminary Assessment is completed. Presently, contamination has been detected in only three locations, and the highest level is still lower than the State's point to take action. He explained that there are many other factors to consider, including the history of the site. It was clarified that a grocery store once operated from the dry cleaner's location, but the dry cleaner has been in operation for twenty years.

There being no further questions, Capt. Rondeau introduced the next speaker.

Environmental Impact Statement (EIS) - Timeline for Completion

Darrell Molzan — Southern Division, Naval Facilities Engineering Command.

Mr. Molzan explained that the purpose of the Environmental Impact Statement (EIS) is to look at the potential impact associated with the reuse of surplus Navy property. Impacts include water resources, air resources, biological, economic, schools, housing etc. He also reviewed the timeline for completion. The EIS process runs parallel to all the other environmental activities taking place.

The EIS has been submitted to the Assistant Secretary of the Navy for his approval and, pending that approval, a public hearing will be held, followed by the Final EIS stage and the Record of Decision. Initial public input has been considered, and scoping by the Local Redevelopment Authority (LRA) is complete. It was the LRA who came up with the reuse plans discussed in the EIS. The public hearing on the Draft EIS will probably be held sometime in September. It includes the purpose of the EIS, how the reuse of 1,900 acres will be used and the potential impacts associated with it. The three alternatives that were studied included an aviation development, mixed-use development that included no aviation, and an airfield with a business park. The third alternative is the one that has been adopted by the City of Millington. The Navy has included that alternative in the EIS. The Draft EIS concludes that there are no significant impacts from the planned reuse. All the various media were studied and although there are some impacts, most of them are socioeconomic.

Questions have been coming in about the length of the process and next steps. There are still several steps to follow. For example, the Draft EIS is currently with the Assistant Secretary of the Navy who should grant his approval by mid-August. As soon as that approval is received, it will be published in the Federal Register and a 45-day public comment period will begin. Within that 45-day period, there will be a public hearing to gather any community concerns.

Once the document is published it will be broadly distributed and copies will be readily available in the public library and at the base. After the public comment period is closed, if there are no comments, the draft is republished as the Final EIS and there is no lapse in time. However, if there are public comments then these are incorporated into the document and answers are provided. Depending on the level of comments received, it can take from two weeks to a month to answer the comments and republish the document. Once the document is republished for this reason, it enters another 30-day public comment period because it is essentially a new document. After that period is closed with no significant comments, a Record of Decision is submitted to the Assistant Secretary of the Navy. That is the end of the process.

A timeline was created based on the EIS process at other BRAC bases. The following dates have been estimated from that historical data: August 15th for the public hearing, early December for distribution of the Final EIS and the ROD signed the end of January.

Question:

A clarification was requested because it was announced at the April meeting that the Assistant Secretary of the Navy received the document in February. Mr. Molzan replied that the Chief of Naval Operations (CNO) actually made comments to the letter received in February, before it reached the Assistant Secretary of the Navy. Those changes had to be incorporated before resubmitting the document. However, it is in the Secretary's office now.

Capt. Rondeau commented that a number of people are focused on the EIS, especially in the business community. He assured the attendees that the Navy has been working very hard on this. She pointed out that the EIS must follow a very strict, legalistic process but, as time draws nearer to the public hearing in September, she will urge the community to give this a high level of exposure.

There being no further questions, Capt. Rondeau introduced the next speaker.

Status of the Realignment Process
LCDR Terry Jones — NSA Memphis.

Mr. Jones stated that the most frequently asked question regarding the realignment process is, "When is the base closing?" He emphasized that NSA Memphis is part of the "R" (realignment) and not the "C" (closure) in "BRAC." So far, 400 people have moved in, and he anticipates another 150 personnel in first quarter 1998. The remaining personnel will be moving in June (600), July (525), August (550). By this time next year, the base should have 1,825 for Bureau of Naval Personnel (BUPERS). The recruit command is coming in September of 1998 (351), and NPRDC will move around January 1999 (105). So far, \$20 million has been spent on construction and all scheduled work should be completed in October this year. A \$60 million computer will be installed for record keeping which will give NSA Memphis the most state-of-the-art equipment. The last two projects are scheduled for

completion in March 1998. The Navy is still hoping to make the campus plan a reality, and are open to the possibility that other BRAC activities could possibly move here.

There were no questions for LCDR Jones.

Report on Community Presentations/Issues

Mr. Neighbors reported that a couple of presentations have been made to the public. Dr. Watt and Mr. Neighbors made a presentation at the VFW and Mr. Neighbors and Ms. Ellerbrook have distributed numerous handouts. However, he does not feel that either effort was successful.

Capt. Rondeau asked why it was not successful. Mr. Neighbors responded that community apathy was the culprit. Capt. Rondeau stated that she would like to further discuss this issue at the end of the meeting.

Updates from Millington Municipal Airport Authority and Millington Base Reuse Committee Jim Ferguson — Millington Base Reuse Committee

Speaking for Frank Ryburn, the Instrument Landing System (ILS) Glide Slope is within a week of certification from the State, which is an important step in gaining approval from the FAA. The fencing and lighting contractors should be finished by the first of August. The airport program budget has been increased for next year to fund further improvements. Airmark Industries is planning on a groundbreaking within the next month. However, they have experienced delays in the past, so a firm date is not available at this time.

From the Base Reuse Committee, the master development plan has been completed. There are visions of 22,000 people employed when it is completed. This will take an investment of approximately \$16 million over the life of the project for infrastructure. The code compatibility study will be completed by the first of August. This is a look at all the buildings that are being obtained to make sure that they meet all civilian codes, such as electrical, fire safety, and accessibility. This study is important for the negotiations with the Navy for economic development. Mr. Ferguson also reported that the marketing study is underway and one presentation has already been made. Hopefully it will provide the committee a strategy for marketing the north side. The state has approved construction of a roadway on the west side of the runway which would service Airmark and provide a connection to Navy Road. Negotiations are still under way on the lease for the Brig. The committee is working with Shelby County government on that proposal, as they are the most logical occupants. The planning budget has been approved for the next year.

There were no questions for Mr. Ferguson.

Questions and Answers

At this time the Captain asked to open the discussion regarding public apathy. Captain Rondeau posed the question of how to infuse energy into the process. She stressed that this is an issue where the Navy wants to get the community involved. Mrs. Ellerbrook stated that

the community wants a bottom line answer....when, where, and how will it affect me? People in the community are not interested in attending meetings...they just want answers. Dr. Watt agreed. He feels the community trusts the RAB to do the right thing and that they just want the whole process to be completed so that the facilities can be obtained and utilized. But he also stated that the board needs to be more aggressive in getting information out to the public.

Audience member Jim Music agreed with Mr. Watt that more information is a good idea. There was much discussion regarding how to go about getting this information to the public. It was pointed out that there has been some confusion among the public about what is going on and when things will be completed. A suggestion was made that attending some civic or community activities, such as Goat Days, or events at the ballfield would be beneficial.

Capt. Rondeau felt that the target might be the schools and educating the students. She suggested that state, local and Navy groups should make presentations to the students and get them more involved. Captain Rondeau also asked if there was a need to address rumors. Mrs. Ellerbrook stated that she has not heard very many rumors, but has received telephone calls from people wanting to know exactly what the community will be receiving when the Navy releases the property. The public isn't really interested in the cleanup process....just the final results. She was unsure of the idea of going into the schools because she felt that the community members of the board might not be qualified to answer questions that the students might ask. She suggested that the technical consultants should be the ones to speak to the schools. For example, she received a call from a citizen asking what the term "direct push" meant. She invited the caller to attend the meeting and ask that question of a technical person. However, the caller did not attend the meeting. Mrs. Ellerbrook feels that, generally, there is not very much interest.

Capt. Rondeau asked David Porter what types of approaches have worked in other cities. Mr. Porter reported that every RAB is unique and that they are all run differently. For example, at some facilities, community RAB members help make up the agendas for the meetings. As far as community outreach, many other bases have done the same type of things that Millington has (such as handouts, flyers). It was mentioned that other cities appear to have had more news coverage. Capt. Rondeau stated that this would be a possible option. Interviews could be conducted with the media, if necessary. She also stated that, once the EIS is published, there probably would be comments from the community.

Capt. Rondeau polled the audience to see why they attended the meeting tonight. One attendee stated that he was concerned with the infrastructure (e.g., school systems, healthcare, daycare) associated with the new people and income coming into the city. Capt. Rondeau stated that those were good concerns and that she and her staff would be happy to speak to him after the meeting and answer any questions he might have.

Another person was concerned with the trees that are being cut down on the base. The response was that the trees being cut down on the north end of the runway are being cut down because of the installation of the Glide Slope equipment. If this had been a civilian airport they would have been removed long ago because they are in violation of FAA requirements. An instrument landing system was not necessary for military aircraft. The problem seems to be

that the cutting of trees has disturbed horse trails on the property, and the debris has made it impossible to ride horses in the area. It was noted that the trails will be reestablished once the trees have been removed, and the area will be re-planted with vegetation that will not interfere with the airspace. Although the damage looks extreme, the trees were removed in a targeted manner. Only the tallest trees, those that would be blocking the landing approaches, were removed. Unfortunately, most of them were too tall.

Capt. Rondeau noted that she has received comments concerning pollution in Navy Lake. However, she pointed out, there is no pollution. The ugly state of the lake is due to algae growth that must be addressed carefully so as not to damage the lake.

Capt. Rondeau stressed that it was important to get information to the public about the upcoming public hearing on the Draft EIS. Board members stated that the public will be more interested when given an actual date of turnover for the north side. Capt. Rondeau stated that a date of turnover will not be announced at the public meeting because a process is being followed, and a date cannot be guaranteed. An approximate date may be given but not a firm one.

Board members expressed concern that the delay makes people feel the Navy is picking and choosing what to keep (i.e., the best parts) and what is less desirable will be "pushed off" on Millington. This was described as a rumor that will persist until a firm date can be given.

Date and Agenda for Next Meeting/Closing Remarks

Capt. Rondeau thanked everyone for attending the meeting.

Next RAB Meeting was set for Tuesday, October 28, 1997.

Meeting was adjourned.