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MINUTES FROM 9 APRIL 2002 RESTORATION ADVISORY BOARD MEETING NAS CECIL
FIELD FL
4/9/2002
TETRA TECH NUS INC



Minutes

Cecil Commerce Center and Cecil Field Airport Restoration Advisory Board (RAB) Meeting Minutes Tuesday, April 9, 2002

The quarterly meeting of the Cecil Field Restoration Advisory Board (RAB) began at 7:00 PM on Tuesday, April 9, 2002. The meeting was held in the Conference Room of Building 82 at the Cecil Field Airport.

The following RAB members were present:

Community Members

Richard Darby, Community Co-Chair
Diane Peterson, Alt. Community Co-Chair
Iran Maisonet
William Dike
David Scott

Navy, Regulators, and Officials

Mark Davidson, SOUTHDIV
Scott Glass, Navy Co-chair
David Grabka, FDEP
John Flowe, RESD
Dawn Taylor, U.S. EPA

The following members were absent:

Community Members

Lisa Chelf
Margaret Day Julian
Edward Renckley

Navy, Regulators, and Officials

David Farrell, USFWS
Lewis Murray, USGS
William C. Wilson, SJRWMD

The following support personnel and guests were present:

Andy Eckert (JEDC), Mark Davidson (JAA), Wayne Hansel (SOUTHDIV), Ralph Hogan (J.A. Jones), Mark Jonnet (TtNUS), Ron Kotun (TtNUS), Paul Malewicki (J.A. Jones), Sam Ross (J.A. Jones), Bob Simpson (JAA), Mark Speranza (TtNUS), Diana Stone (JAA).

Administrative

Richard Darby called the meeting to order at 7:02 PM. The January RAB Meeting Minutes were approved with no changes. Announcements included the following: Richard Darby is running for City Council; Diana Stone is the new JAA Facilities Manager; and Dawn Taylor is U.S. EPA's interim PRM while Debbie Vaughn-Wright is on 6-month detail.

Sites 36/37 Air Sparging Systems Site Visit

Paul Malewicki of J. A. Jones narrated a site visit to see the progress of air sparging (AS) system construction at Sites 36 and 37. The BCT decided to drop the system for Hot Spot No. 1 when concentrations decreased below system clean up goals during monitoring prior to the start of construction.

Construction of the system at Hot Spot No. 2 is complete, and testing is being conducted. Flow meters, regulators, and valves were installed at each well. Sparging wells were installed at three depths – 45, 65, and 90 feet below ground surface (BGS). They are only running the 90-foot wells right now as they refine the parameters for system optimization. Construction of the Hot Spot No. 3 system is still in progress. The main issues with this construction involve the location of many components of the system beneath the runways and the accommodations necessary to allow air traffic to move over these areas. The runway is constructed of 2-foot thick sections of concrete that have to be removed at allow for installation of connecting air lines and vaults at each well location. The vaults, which weigh almost 700 pounds each, house the flow meters, regulators, and valves beneath the runway and must be able to withstand the weight of a 767. The concrete

runway sections that are removed are recycled – they are not reused because of the strict specifications they must meet. Construction activities have to be conducted with open areas to allow for air traffic. Things have gone smoothly so far. Trenches were constructed through the runway concrete to run connecting air lines. A 4-inch sleeve will house the air line within the trench. The expansion joints of the concrete runway sections allow expansion on hot days. The outer sleeve is to protect the inner pipe during times of concrete expansion.

Q: Will the extraction wells vent to the atmosphere?

A: Yes. Based on conservative off-gas modeling calculations, air concentrations are well below regulatory levels, and so vapor collection is not required. Allowable limits are 5.5 pounds per day per contaminant and a total of 13.3 pounds for all contaminants. Modeled air concentrations at Sites 36 and 37, based on groundwater concentrations and taking into consideration data from sites with AS systems, were well below these levels.

Finding of Suitability to Transfer (FOST) Update

Scott Glass of SOUTHDIV gave an update on the status of the FOSTs. More than 96 percent of the total acreage has been transferred to date.

Parcels for which transfer has been completed include:

- Clay County – 641 acres (June 1999)
- JAX Navy Federal Credit Union – 1.1 acres (July 1999)
- Jacksonville Port Authority (JPA) Phase I – 5,751 acres (September 1999)
- Parks & Recreation Phase I – 2,017 acres (December 1999)
- Jacksonville Economic Development Commission (EDC) Phase I – 7,891 acres (September 2000)
- JPA Phase II – 28 acres (September 2000)
- EDC Phase II – 29.2 acres (September 2001)

The newest parcel to be transferred was Parks and Recreation Phase II, which was transferred in March 2002 and included PSC 40, Site 42, and Building 610.

The remaining EDC Parcels to be transferred consist of carveouts from the Phase I parcel. The make-up of the parcels has been adjusted as sites were reprioritized into parcels. EDC Parcels to be transferred include:

- EDC Phase III – 5.5 acres (scheduled for June 2002)
 - Includes Buildings 9, 46, 404, and 428
 - Buildings 404 and 428 are no further action (NFA) sites, and Building 9 and 46 are to be transferred with the condition that the treatment system must be maintained
- Golf Course Parcel – 224 acres (scheduled for September 2002)
 - Separated into its own parcel, used to be included in EDC Phase IV
- EDC Phase IV – 23 acres (scheduled for March 2003)
 - Includes Sites 5, 11, 32, 44, and 49
- EDC Phase V – 44 acres (scheduled for March 2004)
 - Includes TFM/BFM, Sites 21, 25, and 45, Building 271 (formerly in Phase III), and former railroad bed sites Building 98 and Building 635

EDC Phases III and IV and the Golf Course have land use issues that need to be worked out before transfer.

Transfer challenges for remaining EDC parcels include:

- PSC 51 – Active Golf Course. Discussions are ongoing at high levels of the Department of Defense (DoD), U.S. EPA, and FDEP about the future regulatory status of the golf course. Previously, the intent was to cleanup the site for recreational reuse – not specifically for use as a golf course. Sampling was conducted and exceedances were found. Now the City intends to keep the site as a golf course, but there

is disagreement on the requirements if it continues to operate as a golf course. Disagreement is about whether the site should become an operable unit – requiring a Record of Decision (ROD), etc.

Q: Are the same things at private golf courses?

A: The same contaminants at the same general levels would be expected at other 40-year old golf courses, but other courses haven't been sampled. We may not have collected the samples (and found the exceedances) if the original plan would have been to keep the area a golf course, but now we have the data and it must be dealt with.

Q: Are the pesticides of concern still in use?

A: Some of the arsenic-based pesticides are still used. Chlordane, dieldrin, and heptachlor epoxide are no longer being used.

Q: The former Fuel Depot (former railroad bed) site is on the EDC Parcel map? Is it included in EDC parcels?

A: No. The Former Fuel Depot is not part of an EDC parcel. It's on the flightline and is on top of the South Fuel Farm (SFF) carveout.

- Sites 32, 21, 25, and 45. There is an ongoing dispute taking place at high levels of the DoD and U.S. EPA about ROD requirements for these sites because they have land use controls (LUCs). At Site 32, an asphalt cover needs to be maintained and cleanup was to industrial standards. At Site 21, the Golf Course Maintenance Area, and Site 25, the Pesticide Mixing Area, there are pesticides in groundwater at levels that require groundwater use restrictions. At Site 45, the Former Steam Plant, groundwater use restrictions are also required because of vanadium in groundwater. In addition, the soil cleanup was to industrial standards, which supports the planned reuse of the area, but requires future land use restrictions. When the LUC language is finally resolved, a lot of sites will be ready for transfer. The main issue is post-ROD authority, or enforcement after the decision document is approved and the remedy is implemented. This is a nationwide issue, and sites all over the country are being held up by how LUCs will be enforced.

Remaining JPA (now JAA) Parcels to be transferred include:

- JPA Phase III – 28 acres (scheduled for September 2002)
 - Includes Buildings 367 and 860, Fuel Pits, SFF, and PSCs 39 and 44
- JPA Phase IV – 14 acres (scheduled for December 2002)
 - Includes Sites 1, 2, 7, 8, and 17
- JPA Phase V – 20 acres (scheduled for June 2003)
 - Includes Site 3 and Building 82
- JPA Phase VI – 230 acres (scheduled for June 2004)
 - Includes North Fuel Farm (NFF), Jet Engine Test Cell (JETC), Site 16, Day Tank 1, Building 312, and Sites 36 and 37/Day Tank 2

The JPA Phase III Parcel is scheduled to be transferred at the end of this Fiscal Year (FY). Sites with transfer dates further into the future are generally larger, more complex sites, and earlier sites are generally NFA sites.

Transfer challenges for remaining JPA parcels include:

- The LUC issue mentioned under EDC challenges is also affecting OPS approvals for Sites 1, 2, 7, 8, 17, 36, and 37.
- The ROD/LUC dispute may also affect the schedule for Sites 57 and 58 (Buildings 824/824A and 312)
- North Fuel Farm remedial action implementation funding was delayed until FY 2004 because of FY 2002 limitations. This should not have a big impact on the schedule, however, because the extent of groundwater contamination was greater than expected and it may take that much time to design a system of the size required for this site.

Remaining Parks & Recreation (P&R) Parcels to be transferred include:

- P&R Phase III – 161 acres (scheduled for September 2004) and includes Site 15. The challenge at Site 15 is that the BCT is still working on alternate cleanup level – spending a lot of time on ecological risk numbers, revisiting human health risk numbers, and refining geostatistics details. The geostatistical processes they are attempting to use are cutting edge, and it will take some time for everyone to become comfortable with them.

Sites Update

Installation Restoration (IR) Sites

At OU 5, Site 49 (formerly PSC 49), the Skeet Range, a gopher tortoise survey was required. The gopher tortoise is a species of concern in Florida. Also, there are wetland issues in the southern portion of the site where excavation of a borrow pit created wetland conditions. We will follow all applicable rules during excavation in these areas. The Engineering Analysis/Cost Evaluation (EE/CA) was submitted in February 2002, and the draft Action Memorandum was submitted in March 2002. The extent of contamination has been delineated, and a dig will be conducted in the next 3 months to allow unrestricted reuse.

The draft OPS Demonstration Report (a precursor to transfer) for OU 7, Site 16 was submitted in January 2002. There are still LUC issues with OPS approvals, but we are still going forward with the technical issues to get concurrence that the remedial action is successful.

At OU 8, Site 3, the 1st semi-annual Year 4 groundwater sampling event was conducted in January 2002, and one sample slightly exceeded the AS system cleanup goal. The BCT talked about it and, to avoid a lot of turning on and off of the system, decided to wait until a peak concentration was reached before restarting the AS system. This will allow more contaminants to come out of the soil and increase the amount that will be removed by the system. The well will be sampled quarterly to monitor for this peak.

The AS system at OU 9, Sites 36 and 37 was the subject of today's field trip. It is anticipated that the Hot Spot No. 3 system will be completed and running in May 2002. The draft Remedial Investigation (RI) Report for OU 9, Sites 57 and 58 was submitted in March 2002. The fuel piping lines that ran from Day Tank 1 to the North-South High-Speed Refuelers (pass through Site 57 and beneath Building 846) will be located by Jacksonville Electric Authority (JEA) and will be "pigged." A "pig" is a device that is pushed through the pipe using compressed air to empty any residual fuel remaining in the pipe.

Draft RODs and Proposed Plans (PPs) have been submitted for OU 10, Sites 21 and 25, but await resolution of the ROD issue before they can be finalized. We are continuing on with the remedial action at these sites in the meantime, which includes monitoring groundwater for pesticides. Also at OU 11, Site 45, the remedial action is groundwater monitoring (for vanadium), and it is going forward despite the lack of a final ROD due to outstanding LUC issues. The BCT approved the use of a risk-based approach to determine how often this site would have to be inspected for compliance with LUC restrictions. This is part of the ROD/LUC issue -- how often inspections are required to confirm compliance with LUCs. Using the risk-based approach, potential exposure to the site in its current condition was evaluated, and it was determined that a person could be exposed to the groundwater at the site for approximately 7 years without adverse effects. Five-year reviews are required at all CERCLA sites, so it was agreed that inspections will be conducted every 5 years because we have to be out there anyway to complete that 5-year review process. Based on the risk-based approach, we could actually wait 7 years to do an inspection. This is an innovative approach to try to solve the problem of inspection frequency. The State will have a registry of sites that have land use restrictions and where remedial actions are still in progress. It is still to be determined whether the site will be placed on the registry when the property is initially transferred or when the LUC Implementation Plan (LUCIP) is issued, and whether the site will have to be re-registered after it is transferred again.

Petroleum Sites

At the North Fuel Farm (NFF), revised modeling of the groundwater plume is occurring to get a handle on the current contamination after the soil excavation. At the Jet Engine Test Cell (JETC) site, groundwater plume delineation in the south of the site is being finalized. A Site Assessment Report (SAR) Addendum and another Remedial Action Plan (RAP) will be prepared. The AS/soil vapor extraction system is still running at

the 103rd Street Pipeline/A Avenue site. Contamination to the west of the existing area of influence may require extension of the system (installation of another sparge point). The nutrient-enhanced sparging systems at Building 9 and 46 are still operating. The results at Building 9 have been good, and the results at Building 46 have been fair so far. The NFA recommendation for Building 404, Tank 404 has been approved.

At JETC, it was thought that the plume was defined, but more work is being conducted to complete the delineation. At the Wesconnett/103rd Street Pipeline Site, approximately 500 cubic yards of soil are scheduled for removal in August. When the Florida Department of Transportation (DOT) bored holes in the asphalt in the area to locate the pipeline, fumes were noted, and subsequent sampling identified soil contaminated with petroleum constituents. The DOT will perform the dig, and the Navy will transport the soil for proper disposal. Groundwater is not contaminated at this site.

Site Rehabilitation Completion Orders (SRCOs) for NFA were signed for Building 367, Tank 367 and Building 428, Tank 428 in March 2002. A SRCO is a document prepared by the State when a petroleum site has been cleaned up. It can specify that no further action is required or it can describe the conditions required for the order.

Base Realignment and Closure (BRAC) Sites

We started out with approximately 250 BRAC Grey sites, approximately 20 percent (or about 30 sites) graduated to the Installation Restoration (IR) Program. Now there are only five remaining. The Final SAR for Building 610 was submitted in February 2002, and Final SARs were submitted for Former Fuel Depot and Building 98 (both former railroad bed sites) in March 2002. A draft SAR for Building 535, also a former railroad bed site, was submitted in March 2002. Building 635, a former railroad bed site in Yellow Water, should be the last Grey site. Soil contamination has been delineated, and digging should begin in the next 3 to 4 months.

Q: Are the plans still to demolish Building 846?

A: It looks like they will be able to complete the work without demolishing the building.

Conclusion

Richard Darby adjourned the meeting at 8:41 P.M. The next meeting is tentatively scheduled for July 16, 2002 at the same location. If anyone has any suggestions as to future RAB agenda items, contact one of the BCT members. If the location changes, a public notice will be placed in the Florida Times-Union announcing the new location.