NAVAL STATION NEWPORT
Newport, Rhode Island

FINAL
COMMUNITY INVOLVEMENT PLAN
NAVSTA NEWPORT

Version: 1

Prepared for:

Department of the Navy
Naval Facilities Engineering Command, Mid-Atlantic
9742 Maryland Ave.
Norfolk, VA 23511-3095

Comprehensive Long-Term Environmental Action Navy
Contract Number N62470-11-D-8013

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Prepared by:

Resolution Consultants
A Joint Venture of AECOM & EnSafe
1500 Wells Fargo Building
440 Monticello Avenue
Norfolk, VA 23510

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List of Acronyms and Abbreviations

AOC	Area of Concern
AR	Administrative Record
CA	Cost Analysis
CCRF	Coddington Cove Rubble Fill
CERCLA	Comprehensive Environmental Response, Compensation, Liability Act
CFR	Code of Federal Regulations
CIP	Community Involvement Plan
CS	Confirmation Study
DoD	Department of Defense
EC	Engineering Controls
EE	Engineering Evaluation
ERA	Ecological Risk Assessment
ERP	Environmental Restoration Program
ESD	Explanation of Significant Differences
ESI	Expanded Site Inspection
FFA	Federal Facilities Agreement
FS	Feasibility Study
HHRA	Human Health Risk Assessment
IAG	Interagency Agreement
IAS	Initial Assessment Study
IC	Institutional Controls
IRA	Interim Remedial Actions
IRP	Installation Restoration Program
LTMgt	Long-Term Management
LUC	Land Use Control

MIDLANT	Mid-Atlantic
MRP	Munitions Response Area
NACIP	Navy Assessment and Control of Installation Pollutants
NAVFAC	Naval Facilities Engineering Command
NAVSTA	Naval Station
NCP	National Contingency Plan
NETC	Naval Education and Training Center
NFA	No Further Action
NPL	National Priorities List
NRFAP	No Further Remedial Action Planned
NUSC	Naval Undersea Systems Center
NUWC	Naval Undersea Warfare Center
O&M	Operation and Maintenance
OU	Operable Unit
PA	Preliminary Assessment
PAO	Public Affairs Officer
PP	Proposed Plan
RA	Remedial Action
RAB	Restoration Advisory Board
RA-C	Remedial Action Construction
RACR	Remedial Action Completion Report
RA-O	Remedial Action Operation
RAWP	Remedial Action Work Plan
RC	Response Complete
RCRA	Resource Conservation and Recovery Act
RD	Remedial Design

RI	Remedial Investigation
RIDEM	Rhode Island Department of Environmental Management
RI/FS	Remedial Investigation/Feasibility Study
RIP	Remedy In Place
ROD	Record of Decision
RPM	Remedial Project Manager
RV	Recreational Vehicle
SASE	Study Area Screening Evaluation
SARA	Superfund Amendments and Reauthorization Act
SC	Site Closeout
SI	Site Inspection
SMP	Site Management Plan
SRI	Supplemental Remedial Investigation
TAPP	Technical Assistance for Public Participation
TRC	Technical Review Committee
USEPA	U.S. Environmental Protection Agency
UST	Underground storage tank

1.0 OVERVIEW OF COMMUNITY INVOLVEMENT PLAN

1.1 Introduction

Naval Station (NAVSTA) Newport is an active Navy installation, located primarily on Aquidneck Island in Rhode Island and spans across the City of Newport and the Towns of Middletown, Portsmouth, and Jamestown (Figure 1). The facility also encompasses the northern third of Gould Island, which is part of the Town of Jamestown, Rhode Island. The 1,000-acre facility has been used by the Navy since as early as the Civil War. During World Wars I and II, military activities at the facility increased significantly and housing was provided for many servicemen. In subsequent peacetime years, use of onsite facilities was slowly phased out until 1962, when Newport became the headquarters for the Commander Cruiser-Destroyer Force Atlantic. In April of 1973, the Shore Establishment Realignment Program reorganized naval forces which led to decreased military activity in the state and resulted in the Navy excessing 1,629 acres of property on Aquidneck Island and in neighboring North Kingstown, Rhode Island.

Since 1974, research and development and training have been the primary activities at NAVSTA Newport. In 1998, the facility was renamed from the Naval Education and Training Center (NETC) to NAVSTA Newport. The major commands located at NAVSTA Newport include Officer Training Command Newport, the Surface Warfare Officers School Command, the Naval Undersea Warfare Center (NUWC, formerly Naval Undersea Systems Center or NUSC), the Naval War College, and others.

In November 1989, NAVSTA Newport (NETC at the time) was added to the National Priorities List (NPL). A Federal Facilities Agreement (FFA) was developed and signed by the Navy, the State of Rhode Island, and USEPA in March of 1992 to outline the response action requirements under the Comprehensive Environmental Response, Compensations, Liability Act (CERCLA) regulatory framework at NAVSTA Newport. The FFA was developed, in part, to ensure that the environmental impacts associated with past and present activities at NAVSTA Newport are properly investigated and remediated if needed.

The purpose of the Community Involvement Plan (CIP) is to assist the Navy in meeting the needs of the local community for information about, and participation in, the ongoing investigation and remedial processes under CERCLA. This CIP is an update to the Community Relations Plan that was completed for NAVSTA Newport (NETC at the time) in July 1990.

1.2 Goals of the Community Involvement Program

As part of the Navy's Environmental Restoration Plan (ERP) at NAVSTA Newport, the Navy has implemented a community involvement program to address issues of community concern regarding the environmental investigation and restoration activities under CERCLA at the base.

The purpose of the CIP is to assist the Navy in meeting the needs of the local community for information about, and participation in, the ongoing investigation and remedial processes as part of the Navy's ERP at NAVSTA Newport. The main goal of the CIP is to achieve effective, open communication between NAVSTA Newport, USEPA Region 1, and the communities of Newport, Middletown, Portsmouth, and Jamestown, Rhode Island; the Rhode Island Department of Environmental Management (RIDEM), which is located in Providence, Rhode Island; and USEPA Region I, which is located in Boston, Massachusetts and provides oversight to environmental investigations/cleanup in the New England region, including Rhode Island.

Specific objectives of the community involvement program for NAVSTA Newport are identified in Section 4.0.

1.3 Contents of the Community Involvement Plan

The CIP identifies community concerns about the investigation and restoration of CERCLA sites at NAVSTA Newport and outlines community involvement activities to be conducted during the ongoing and anticipated future restoration activities.

The plan has been prepared in accordance with regulations and guidance for conducting community involvement activities related to environmental restoration, including:

- Superfund Community Involvement Handbook (USEPA 540-K-01-003, April 2002)
- USEPA's Community Involvement Toolkit (http://www.epa.gov/superfund/community/toolkit.htm)
- Department of Navy Environmental Restoration Program Manual (2006)
- Department of Defense (DoD) Manual 4715.20, Defense Environmental Restoration Program (DERP) Management (2012)
- 32 Code of Federal Regulations (CFR) Part 203, final Rule [for] Technical Assistance for Public Participation (TAPP) in Defense Environmental Restoration Activities (Federal Registrar/Vol. 63, No. 21)

- 30 CFR Part 202, Final Rule [for] Department of Defense Restoration Advisory Boards (Federal Registrar/Vol. 71, No. 92)

Recommendations for future community involvement activities are based on information about community concerns and the effectiveness of community involvement activities to date. Information about the community's awareness and interest was obtained from responses to an on-line and written survey of local residents during fall 2015. Community feedback was also identified through transcripts of recent meetings, and public comments submitted during public comment periods.

This plan is divided into the following major sections and appendices:

- Section 1.0 – Overview of Community Involvement Plan
- Section 2.0 – Facility Description and Site History
- Section 3.0 – Community Overview
- Section 4.0 – The Community Involvement Program
- Section 5.0 – Timing of Community Involvement Activities
- Section 6.0 – References
- Appendix A – Site Descriptions
- Appendix B – Survey Questionnaire
- Appendix C – Survey Results
- Appendix D – Key contacts

The Navy maintains a mailing list of interested individuals and agency representatives. However, to protect privacy, the names and addresses of private individuals (other than public officials) are not published in this CIP.

1.4 Implementation of the Plan

The Naval Facilities Engineering Command (NAVFAC) Mid-Atlantic (MIDLANT) administers the ERP at NAVSTA Newport. As the owner of NAVSTA Newport, the Navy is ultimately responsible for implementing the ERP and the associated community involvement program as outlined by this CIP. The NAVSTA Newport Commanding Officer has the overall responsibility for administering this CIP, but typically has shared the tasks associated with implementing this CIP with the Navy's

Environmental (EV) Office and the Navy's Public Affairs Officers (PAO) for NAVSTA Newport. The main responsibilities of these entities are outlined below:

1. Navy EV Office:
    a. Implement the CIP;
    b. Updates the CIP as new developments and/or changes occur at the sites;
    c. Refers to appropriate technical and legal personnel for clearance and/or coordination of all material intended for public release that has not been previously cleared or specifically authorized for release in the NAVSTA Newport CIP.
    d. Provides timely and accurate information to NAVSTA Newport regarding the site activities and technical data/results; and
    e. Hold/participate in any public meetings regarding site activities.
2. Navy PAO:
    a. Provides general public affairs guidance and support for the implementation of this CIP;
    b. Informs and coordinates with the EV Office, as appropriate, the development and distribution of news releases and fact sheets relating to the site investigation;
    c. Provides an on-the-scene spokesperson for the NAVSTA Newport investigation programs and responds to the media queries using statements or plans prepared in conjunction with the EV Office;
    d. Ensures that Freedom of Information Act requests are properly coordinated; and
    e. Remains sensitive to the needs and concerns of the local community regarding the sites, and implements activities of the CIP as appropriate.

The PAO for NAVSTA Newport is the Navy's designated contact person for responding to public inquiries or providing relevant information to the public. PAO contact information is provided in Appendix D.

2.0 FACILITY DESCRIPTION AND SITE HISTORY

2.1 Facility Location and History

NAVSTA Newport is a 1,000-acre Navy facility that occupies a six-mile stretch on the west shore of Aquidneck Island, facing the east passage of Narragansett Bay, and spans across the City of Newport and the Towns of Middletown, and Portsmouth (Figure 1). The facility also encompasses the northern third of Gould Island, which is part of the Town of Jamestown, Rhode Island. The facility has been used by the Navy since the Civil War era. Between 1900 and the mid-1970s, the facility was used as a refueling depot. During World Wars I and II, military activities at the facility increased significantly and housing was provided for many servicemen. In subsequent peacetime years, use of onsite facilities was slowly phased out until 1962, when Newport became the headquarters for the Commander Cruiser-Destroyer Force Atlantic. In the 1970s, the Naval Education and Training Center (NETC) was established at NAVSTA Newport. In April of 1973, the Shore Establishment Realignment Program reorganized naval forces which led to decreased military activity at the facility and resulted in the Navy excessing 1,629 acres of property. In the mid-1990s, several new laboratories were constructed at the Naval Undersea Warfare Center (NUWC, formerly Naval Undersea Systems Center or NUSC) to provide research, development, testing, evaluation, engineering, and fleet support for submarines and underwater systems. In 1998, NAVSTA Newport was established as the primary host command, taking over base operating support responsibilities from NETC.

Since 1974, research and development and training have been the primary activities at NAVSTA Newport. The facility was renamed from Naval Education and Training Center to NAVSTA Newport in 1998. The major commands located at the NAVSTA facility include the Officer Training Command Newport, the Surface Warfare Officers School Command, the Naval Undersea Warfare Center (NUWC), Naval War College, and others.

2.2 Land Use and Physical Characteristics

The climate at NAVSTA Newport is greatly influenced by its proximity to Narragansett Bay and the Atlantic Ocean. The temperature for the entire year averages around 50 degrees Fahrenheit. Winter temperatures are somewhat higher and summer temperatures lower than more inland areas. January and February are the coldest months with mean temperatures of around 29 degrees Fahrenheit. July is the warmest month with a mean temperature of 72.1 degrees Fahrenheit.

The topography of the NAVSTA Newport facility is shaped by the bedrock geology, glaciation, and recent erosion. The bedrock geology controlled the locations of the ancient river valleys which glaciers subsequently gouged. A mantle of till (non-sorted or non-stratified sediment carried or deposited by a glacier), an average of 20 feet thick, was spread over the bedrock by the Wisconsin glaciation.

Elevations at NAVSTA Newport range from near mean sea level to 175 feet in the Melville North area. Many areas of NAVSTA Newport have low elevations which are susceptible to flooding from Narragansett Bay during hurricane storm surges.

Narragansett Bay is an embayment on the northern side of Rhode Island Sound. It is considered New England's largest estuary. Geologically, Narragansett Bay is a flooded coastal plain, formed by glaciers that carved channels through less-consolidated sediments, resulting in exposed bedrock that is visible in many locations within the bay. NAVSTA Newport is approximately 6 miles long, situated along the west coast of Aquidneck Island, adjacent to East Passage, which drains into Narragansett Bay. Sources vary on the average depth of each inlet channel; however, there is consistency in that the East Passage is the deepest of the three channels, and the only inlet suitable for large ships.

The bay is of great economic and aesthetic importance. Additionally, it is an estuary, and its fishery resources are extremely important. The water quality for Narragansett Bay is mostly Class SA, which means it is suitable for direct shellfish harvesting, swimming, and other water contact sports. Most of the waters off the NAVSTA Newport facility are classified as SB. Areas classified as SB are suitable for shellfish harvesting for controlled relay and depuration, and for swimming and other recreational activities.

Throughout NAVSTA Newport, the surface drainage is westward towards East Passage with the exception of one area in Tank Farm 2, which drains eastward to Melville Reservoir. Surface drainage of NAVSTA Newport is provided by the Melville Ponds, Norman Brook, Lawton Brook and Reservoir, Gomes Brook, a stream and pond in the northeastern portion of the Naval Undersea Warfer Center (NUWC), and a stream discharging into Coasters Harbor. All these streams and ponds receive drainage from many of the areas within NAVSTA Newport. A substantial portion of the NAVSTA Newport area drains directly into East Passage and then Narragansett Bay or infiltrates into the soil before reaching a local stream or body of water. Direct runoff into East Passage would be expected during heavy rain events.

Groundwater underlying the facility is not used for drinking water. Drinking water for NAVSTA Newport and most of the residents of Newport, Portsmouth, and Middletown is supplied and managed by the Newport Water Division, which receives its water supply from a series of seven surface water reservoirs located on Aquidneck Island and two surface water reservoirs on the mainland. The Lawton Valley Reservoir, St. Mary's Pond, and Sisson Pond are located relatively close to NAVSTA Newport and are shown on Figure 3.

2.3 National Priorities List

On November 21, 1989, NAVSTA Newport (then referred to as NETC) was added to the National Priorities List (NPL) following the completion of an Initial Assessment Study (IAS) in 1983 and the subsequent Confirmation Study (CS) in 1986 (refer to sections 2.7.1 and 2.7.3.1, respectively, for more information on these studies).

The NPL, which was established by CERCLA, is USEPA's list of highest-priority hazardous waste sites in the nation. Sites are included on the NPL based on the potential risks to human health and the environment that the conditions at the site present.

CERCLA is also known as the "Superfund," because it established a national fund for cleaning up abandoned or uncontrolled hazardous waste sites. However, all activities at federal facilities listed on the NPL are funded by the responsible federal agency. For NAVSTA Newport, the Navy funds all investigation and remedial activities. The DoD set up the Defense Environmental Restoration Account. The Navy's portion of that funding mechanism is known as the Environmental Restoration Navy account. Each year, available funding is directed to multiple facilities on a "worst first" basis.

The facilities deemed to be the most contaminated and/or presenting the greatest risks to human health or the environment are given preferential funding. Being listed on the NPL gives funding priority to a base. Although the responsibility for funding and carrying out environmental restoration at NAVSTA Newport rests with the Navy, the NPL listings give USEPA a specific role in the oversight of these actions.

2.4 Federal Facilities Agreement

In March of 1992, a Federal Facilities Agreement (FFA) was developed and signed by the Navy, the State of Rhode Island, and USEPA to outline the response action requirements under the CERCLA regulatory framework at NAVSTA Newport (then referred to as NETC). The FFA was developed, in part, to ensure that the environmental impacts associated with past and present activities at

NAVSTA Newport are properly investigated and remediated if needed to protect human health and the environment. The FFA establishes the roles and responsibilities of the Navy and the USEPA and serves as an Interagency Agreement (IAG) for the completion of all necessary investigation and remedial actions at NAVSTA Newport. The FFA establishes deadlines/schedules and outlines the work to be performed. The FFA also provides for establishing and implementing the Community Relations Plan (precursor to the CIP), establishing and maintaining an Administrative Record (AR), and establishing a Technical Review Committee (precursor to the Restoration Advisory Board [RAB].)

Sites that were identified prior to the 1992 FFA are defined in the FFA, while other sites were identified subsequent to the FFA. Refer to Table 1 for a full list of FFA areas and sites. The areas identified for further study in the FFA were based on the results of the 1983 IAS, 1986 CS, and the Phase I Remedial Investigation and Feasibility Study (RI/FS). Of the sites given an ERP designation, two sites have no remaining activities required under the ERP, the Melville North Landfill and the Melville Water Tower. All active ERP sites at NAVSTA Newport are shown on Figure 1.

2.5 Site Management Plan

The Site Management Plan (SMP) for NAVSTA Newport is updated annually and serves as a management tool for planning, reviewing, and setting priorities for all environmental investigative and remedial response activities to be conducted at the facility under the Navy ERP.

This SMP provides the site-specific history, status, and schedule for implementation of ERP activities at NAVSTA Newport sites. The SMP is updated annually to revise priorities and schedules of activities as sites progress through the CERCLA process and additional information (including funding) becomes available. The use of an SMP allows for annual adjustment in scheduled activities for reasons such as federal budgetary constraints, changes in scope of investigation/remediation activities, or other unanticipated events. These changes are governed by the FFA for NAVSTA Newport. This SMP, itself, is not an FFA deliverable, but it provides the schedules that are required by the FFA to be developed and get approved for primary and secondary documents.

Appendix A provides site-specific capsule descriptions and describes the actions to be taken at each of the ERP sites at NAVSTA Newport. This information represents the most recently updated SMP for Fiscal Year 2017, which was completed in September 2016 (Resolution, 2016), with status updates where needed.

2.6 Environmental Restoration Partnership

NAVSTA Newport formed a CERCLA Tier I Partnering Team in 2012. The NAVSTA Newport Partnering Team is made up of representatives of the organizations that are directly involved in ER at the facility:

- Navy: responsible for managing and implementing the ERP
- Regulatory agencies: USEPA Region I and RIDEM provide regulatory oversight including review of and concurrence with all primary and secondary documents

By bringing these key parties together in regular, structured meetings to discuss and resolve issues, the NAVSTA Newport Partnering Team promotes trust and cooperation that permits the remediation process to move forward at a quicker pace than was possible under traditional procedures.

2.7 CERCLA Process

Since 1986, the Navy's ERP has followed the process prescribed by CERCLA regulations and guidance for investigating and addressing environmental contamination. The multi-step process is followed regardless of whether or not a facility is listed on the NPL, unless directed otherwise by a Resource Conservation and Recovery Act (RCRA) consent order or other legal instrument. Prior to 1986, the Navy Assessment and Control of Installation Pollutants (NACIP) Program had been followed at NAVSTA Newport. The NACIP Program had been designed to be implemented in three stages: Initial Assessment Study, Confirmation Study, and Remedial Measures.

Under the ERP, the investigation and remedial activities to be completed at NAVSTA Newport follow the guidelines established by the USEPA and the Navy as part of the CERCLA process. The ERP process, which follows the CERCLA process, is depicted in Figure 2 and is described below.

Contaminants present that are not regulated by CERCLA are addressed under other appropriate regulatory programs. For instance, petroleum releases from systems for fueling and heating, which are regulated under state UST regulations, are investigated and remediated under the state underground storage tank (UST) program.

2.7.1 Preliminary Assessment / Site Inspection

Once a site has been identified, a site assessment is performed, beginning with a Preliminary Assessment (PA) to determine if the site poses a potential hazard and whether further action is necessary. During the PA, any available documentation pertaining to the site is reviewed. In addition, there may be a site visit, but sampling generally does not occur at this time.

If information generated during the PA reveals that potential environmental contamination exists but does not pose an immediate threat, a more extensive study, called a Site Inspection (SI) is performed. Typically, the SI involves a site visit and sample collection to define and further characterize the nature of the contamination at the site. If results of the SI indicate the site presents and imminent and substantial threat, a removal action may be implemented.

At NAVSTA Newport, the PA/SI was implemented in the form of an Initial Assessment Study (Envirodyne, 1983) and Confirmation Study (Loureiro, 1986), under NACIP Program. The purpose of the IAS was to identify and assess sites posing a potential threat to human health and/or environment due to contamination from past operations. Each site was evaluated for the type of contamination, migration pathways, and pollutant receptors. The IAS was submitted to the Navy in March 1983. Based on information from historical records, aerial photographs, field inspections, and personal interviews, a total of 18 areas were identified where contamination was suspected to pose a threat to human health and/or the environment. In May 1986, the Confirmation Study was completed and included evaluation of six sites out of the 18 identified in the IAS to determine whether significant concentrations of toxic or hazardous materials were present and migrating by surface and/or subsurface routes, or whether potential for migration exists. These 18 areas are identified on Table 1 as Areas 1 through 18. A subset of these areas along with other sites (as needed) have progressed into site-specific RI/FS evaluations, as further described below.

Refer to Table 1 for a complete list of current and historic ERP sites at NAVSTA Newport.

While the CERCLA process is typically initiated with the PA/SI phase of study, in some instances, a Study Area Screening Evaluation (SASE), which is similar to a PA/SI is performed. The PA/SI (or SASE) process is intended to provide the basis for a determination that either (1) a Remedial Investigation/Feasibility Study (RI/FS) is to be performed for the study area, or (2) the study area does not pose a threat or potential threat to human health and the environment and therefore, should be removed from further study under the FFA. Note that for some sites, it is possible to bypass the PA/SI (or SASE) phase if the team concurs that an RI/FS is warranted.

2.7.2 Remedial Investigation/Feasibility Study

The RI consists of a conceptual site model (CSM), and site-specific baseline human health and ecological risk assessments. The FS presents the development and analysis of the range of cleanup alternatives for the site. Tables 2 and 3 summarize the RI and FS documents that have been completed for ERP sites at NAVSTA Newport.

2.7.3 Proposed Plan/Record of Decision

The RI/FS phase is followed by a Proposed Plan (PP) to present the Navy's preferred response action decision for the site, which is made available for public comment and presented at a public meeting. After public comments have been received, the Navy prepares a Responsiveness Summary and an associated Record of Decision (ROD) to document the final response action decision. Tables 4 and 5 summarize the PP and ROD documents that have been completed for ERP sites at NAVSTA Newport.

If unacceptable human health or ecological risks do not exist and site cleanup is not required, sites are recommended for no further action (NFA) and documented in an NFA ROD.

In some cases, the ROD considers presumptive remedies. Presumptive remedies help to streamline the site cleanup process by eliminating the need for initial identification and screening of numerous remedial alternatives during the FS process. Presumptive remedies are preferred technologies for common categories of sites based on historical patterns of remedy selection at similar types of sites.

Once a ROD is issued, changes to the ROD may be implemented through an Explanation of Significant Differences (ESD) or a ROD Amendment or for minor changes, a memo to the project file may be sufficient. An ESD documents a significant modification in cleanup goals or approach to those detailed in the original ROD, without change to the overall remedy. A ROD amendment documents a complete change in cleanup goals and/or approach to those detailed in the original ROD, including a change in the selected remedy.

2.7.4 Interim Actions

In some cases, interim actions are considered to remove "hot spots" or expedite portions of the overall site response action. These actions can be in the form of removal actions or interim remedial actions, which are further described below.

Removal Actions

Removal actions are those actions taken to clean up or remove released hazardous substances from the environment. In addition, a removal action may also be implemented to mitigate, minimize, or prevent damage to human health and the environment from a release or threat of a release by limiting exposure to the hazardous substances (i.e., security fencing or access limitation). Removal actions are classified as either time-critical or non-time-critical. Time-critical removal actions are conducted when there is an imminent and substantial threat to human health and the environment, such as corroded drums of wastes that are leaking into groundwater. Non-time-critical removal actions are defined as actions, based on the degree of potential risk to human health and/or the environment, that may be delayed for 6 months or more before onsite cleanup is initiated.

A removal action may be completed any time during the evaluation or remedial processes. However, it will often begin prior to the completion of the RI/FS to mitigate the spread of contamination.

Rather than preparing an FS, an Engineering Evaluation/Cost Analysis (EE/CA), which focuses only on the individual contaminated medium to be addressed, is completed. Other potentially contaminated media will be addressed as part of the RI/FS process and are not addressed in the EE/CA. Because the scope of a removal action is typically smaller than a final, full-scale remedial action, the time frames for completion of the EE/CA, related design efforts, and implementation of the removal action are much shorter than for a full-scale FS. The opportunity for public involvement is similar to the FS, with a public comment period and an Action Memorandum Decision Document (similar to a ROD in the RI/FS process) completed to document the evaluation and choice of removal action procedures. It should be noted that a removal action may become the final remedial action if the risk screening/ assessment results indicate that further remediation is not required for protection of human health and the environment. Where no further action is required at a site that is in the RI phase and has undergone a removal action, a no action ROD will be completed in order to remove the site from the program. For sites in the SI phase, if the removal action results in no further action at the site, the no further action decision will be documented in a decision document (e.g., a technical memorandum or consensus letter), and the site will be removed from the program.

Removal actions have been conducted at NAVSTA Newport. These removal actions are identified in the site descriptions in Appendix A.

Interim Remedial Actions

Interim remedial actions are those activities designed to provide temporary mitigation of potential risks posed by a site until a final remedial action is selected. As with removal actions, interim remedial actions usually take place prior to initiation of a full-scale FS because of the risks posed by the contamination in the area. For example, installation of a groundwater pump and treat system to control plume migration would be considered an early remedial action. Initiation of remedial action early in the CERCLA process might reduce costs in the long-term by limiting the extent of contaminant migration.

Rather than preparing an FS, a focused FS is completed, as is an early action ROD to document the activities to be performed. Design and implementation activities follow. It should be noted that an early remedial action may become the final remedial action, if the risk screening/assessment results indicate that further remediation is not required.

An interim remedial action has been conducted at Tank Farm 5 at NAVSTA Newport. This interim remedial action is identified in the site descriptions in Appendix A.

2.7.5 Remedial Design and Implementation

If remedial action (i.e., site cleanup) is required, then the Navy initiates the remedial design (RD) and remedial action (RA) phases of work. The purpose of the RD phase is to convert the conceptual design for the selected remedy from the FS into a full-scale detailed design for implementation. The RD includes preparation of technical RD work plans, drawings, specifications, and Remedial Action Work Plans (RAWPs). The RAWP describes the remedial action, in particular how it will be staged and implemented, and also includes details on the implementation actions for land use controls (LUCs) if they are required at a site. If during the RD phase, new information comes to light that would substantially alter the scope, cost, implementability, or effectiveness of the previously selected remedial action, an ESD or ROD Amendment may be required (see Section 2.7.3). Upon completion of the RD, implementation of the RA begins. The RA start date is defined as the date the contractor has mobilized and begun substantial and continuous physical on-site remedial action. The RA phase involves two main components, Remedial Action Construction (RA-C) and Remedial Action Operation (RA-O). The Remedy In Place (RIP) milestone is achieved at the successful completion of the RA-C phase, when the construction of a long-term remedy is complete and the remedy is operating as planned to meet project remedial action objectives in the future, or a short-term remedy has been successfully implemented and the final documentation is being prepared.

The Response Complete (RC) milestone is achieved at the successful completion of the RA-O phase. During the RA-O phase, the remediation system is operated or chemical or biological processes are occurring leading to the cleanup objective identified in the ROD or DD. The RA-O phase also may include implementation and management/maintenance of LUCs, if these were part of the selected remedial action in the ROD or DD. The RA-O phase is complete when the selected remedy has achieved cleanup goals specified in the ROD or DD. At that point, the site either enters the long term management (LTMgt) phase or the site achieves site closeout (SC). It is very important that the Navy and federal and/or state regulators agree upfront on how monitoring data will be collected and analyzed to confirm that RC has been achieved.

The LTMgt phase may occur after the RC milestone has been achieved at the site. This phase is required at sites where hazardous substances, pollutants, or contaminants remain after the RC, and are above levels that would allow unlimited use and unrestricted exposure. This situation often arises when the Navy decides to implement remedies that are primarily containment type remedies, or when the Navy remediates a site to a level that requires restricted land use (e.g., site remediated to levels only required for commercial and/or management of LUCs, maintenance of a containment cap, and preparation of five-year review reports. The LTMgt phase may involve LTM of groundwater, surface water, soil, sediment, vadose and/or landfill gases at many Navy sites. A site-specific plan is required for all LTM actions. Monitoring conducted during this phase should be primarily focused on collecting the necessary data to measure performance objectives and to compare them to the exit strategy. Exit strategies are means of determining when it is time to stop, modify, or change a particular technology, or terminate all remedial actions, based on the achievement of previously established performance objectives.

Most sites requiring LTMgt are expected to have LUCs. Implementation, management, and monitoring of these LUCs are ultimately the responsibility of the Facilities Engineering Command which includes engineering controls (ECs) and institutional controls (ICs). ECs are remedies to contain and/or reduce contamination, and/or physical barriers intended to limit access to property. ECs may include fences, signs, guards, landfill caps, provision of potable water, slurry walls, sheet pile and monitoring wells. ICs include a variety of administrative and/or legal devices to maintain the viability and effectiveness of the selected remedy and any ECs. ICs are imposed to ensure that ECs stay in place, or where there are no ECs, to ensure a restriction of land use. ICs include affirmative and negative easements, affirmative and restrictive covenants, equitable servitudes, notices (in deeds, newspapers, etc.), zoning, permits (such as construction, excavation, well drilling, etc.), agreements with regulators, and reporting on LUC maintenance. Procedures for

periodic inspections of LUCs are established in the RD or RAWP. Also, five-year reviews under CERCLA are required to include the assessment of the effectiveness of the LUCs.

Five-year reviews are required for remedial actions that result in hazardous substances, pollutants, or contaminants at levels that do not allow for unlimited use and unrestricted exposure. Five-year reviews are conducted to evaluate the performance of the implemented remedy to verify that the remedy remains protective of human health and the environment. The existing remedy may be modified if it is no longer protective of human health and the environment.

2.7.6 Site Closeout

Site closeout signifies that the Navy has completed active management and monitoring at a site, the remedy is protective of human health and the environment, and that no additional environmental funds are expected to be expended at the site. Completion of the LTMgt phase demonstrates that SC has been achieved.

A site under LTMgt will not achieve SC as long as contaminants remain above levels that would allow unlimited use and unrestricted exposure. Achieving these levels, particularly for sites with containment remedies, may require a long period of time, with OU/site remaining in the LTMgt phase for the entire period. For example, for landfill cap sites, groundwater monitoring requirements for the LTMgt phase may be 30 years or longer, with LUCs to be maintained more likely for an even longer period of time before SC.

It should be noted that although a site may be in the LTMgt phase, it has achieved RC and can be included in the installation's Final RACR to signify that all sites are completed on the installation. This inclusion facilitates both property transfer and the delisting process for NPL sites/installations.

For sites not requiring LTMgt, completion of the SC milestone shall occur concurrently with the RC milestone. SC can occur when the RC milestone has been achieved and environmental conditions at the site allow for unrestricted use and unlimited exposure.

3.0 COMMUNITY OVERVIEW

3.1 Community Demographics

NAVSTA Newport is located within portions of the City of Newport and Towns of Middletown, Portsmouth, and Jamestown, all of which are part of Newport County. Middletown, Portsmouth, and the City of Newport are located along the western shore of Aquidneck Island. Gould Island is part of the Town of Jamestown and NAVSTA Newport occupies the northern third of the island. Demographic data were collected for these four municipalities and are shown on Table 6. Data for the State of Rhode Island are also shown for comparison.

3.1.1 Population

The populations of the Towns of Jamestown and Middletown and City of Newport have declined from 2000 to 2010, while the population of the Town of Portsmouth has grown by a small percentage, compared to the population for the entire state which has remained stable (+0.4%). As a popular tourist destination, the City of Newport's population is seasonally variable with a large fluctuation between the summer and winter months; however, the U.S Census Bureau data provided below represents the year round population (City of Newport Community Profile).

While the population of Rhode Island has grown by just over 10% over the last 30 years (1980 to 2010), the population of Newport County in 2010 was only slightly greater than in 1980, as shown on Table 7. Population declines between 1990 and 2010 within Newport County may have been attributable to an increase in homes purchased as second homes, a decrease in the child population, the methodology used by the U.S. Census Bureau with regard to the numbers of Navy personnel, and/or reduction of Navy personnel at the base (Middletown Comprehensive Community Plan 2014).

3.1.2 Employment

The Navy is Newport County's largest single employer and the third largest employer overall in the state. Approximately 5,800 military and civilian employees and an additional 4,200 contractors work at the 50 various commands located at the Naval Station, with an additional 17,000 students annually passing through the schools on base. Newport is also home to the Naval War College, with an attendance of approximately 600 students each year (CNIC Naval Station Newport, 2016). In addition to jobs directly created by the Navy, there are large numbers of high technology and defense-related jobs generated indirectly by the Navy. The City of Newport is a popular tourist

center and resort community and tourism has grown substantially over the last thirty years (City of Newport Community Profile).

3.2 Community Setting

Figure 3 shows NAVSTA Newport in relation to residential areas, schools, parks, agricultural areas, and other community attributes as described in this section.

3.2.1 Proximity to Area Residents

The nearest residents to the ERP sites at NAVSTA Newport are located both within and outside of the base boundary. Residential areas are located immediately southeast of Tank Farm 2, and between and to the east of Tank Farms 3 and 4. Residential areas are also located just north and east of Tank Farm 5; however, the surrounding residential areas are not located downgradient of the impacted or potentially impacted portions of the sites.

3.2.2 Proximity to Schools or Playgrounds to the Site

The closest schools on Aquidneck Island to NAVSTA Newport are (note: distances are to the closest property boundary of NAVSTA Newport):

- Claiborne Pell Elementary School in Newport (approximately 0.8 miles east of NAVSTA Newport)
- Frank E. Thompson Middle School in Newport (approximately 3.5 miles south of NAVSTA Newport)
- Middletown High School in Middletown (approximately 0.8 miles east of NAVSTA Newport)
- Forest Avenue Elementary School in Middletown (approximately 0.7 miles east of NAVSTA Newport)
- Joseph H. Gaudet Middle School and Learning Academy in Middletown (approximately 1.1 miles east of NAVSTA Newport)
- Melville Elementary School in Portsmouth (immediately adjacent to NAVSTA Newport, on the opposite side of Upper Melville Pond from Tank Farm 2)
- Portsmouth Middle School in Portsmouth (approximately 0.5 miles east of NAVSTA Newport)
- Portsmouth High School in Portsmouth (approximately 2 miles northeast of NAVSTA Newport)

- Howard Hathaway Elementary School in Portsmouth (approximately 2.5 miles northeast of NAVSTA Newport

Other private daycare centers, preschools, and church schools are located in the communities surrounding NAVSTA Newport. Both the public and private schools have playgrounds and playing courts and fields (e.g., soccer and baseball fields, tennis courts, etc.). Neighborhood playgrounds that are not associated with schools are also present in the area adjacent to NAVSTA Newport.

3.2.3 Presence of Livestock, Crops, or Other Vegetation

Agriculture played a predominant role in the early development of Aquidneck Island and is still an important land use today, despite the commercial, industrial, and residential development that has occurred over the years. Portsmouth and Middletown are two of the most intensively farmed towns in the state, with farmed parcels still scattered throughout the towns. In the northwest part of Middletown (just northeast of Tank Farm 5 at NAVSTA Newport), there is a rural area with several old farms. Another agricultural area is located east of the Naval Undersee Warfare Center and the NUSC Disposal Area site, just beyond the Wanumetonomy Golf and Country Club (Middletown Comprehensive Community Plan 2014).

3.2.4 Location of a Public Water Supply

The nearest drinking water reservoir to NAVSTA Newport is the Lawton Valley Reservoir, located in Portsmouth. This reservoir is located east and upgradient of Tank Farm 3 and Tank Farm 4. Sisson Pond and St. Mary's Pond are located southeast of Lawton Valley Reservoir and are also drinking water reservoirs. There are a total of nine surface water reservoirs that are operated by the Newport Water Department and supply drinking water for NAVSTA Newport and most of the residents of Newport, Portsmouth, and Middletown. Due to the near-coastal location of NAVSTA Newport, groundwater at the ERP sites is downgradient of any potential or existing water sources.

3.2.5 Proximity to Recreational Lakes, Ponds, Rivers, Streams, and Parks

At the northern end of NAVSTA Newport, the Melville Recreation Area and Campground includes the Upper and Lower Melville Ponds, which are used for fishing and boating and are stocked with trout annually. Hiking trails are located through the area.

St. Mary's Pond, located approximately 1 mile east of NAVSTA Newport, is also stocked with trout in the spring for fishing, but boating and swimming are not allowed, as it is a public water supply reservoir.

Weaver Cove boat ramp provides public access to Narragansett Bay for boating. Swimming and diving are not permitted at this site.

Within NAVSTA Newport, the Carr Point Recreation Area is available for RV camping in the summer months to Navy personnel only. It is located within the boundaries of MRP Site 1, which is currently in the feasibility study phase of CERCLA, and remedial options are being evaluated that would allow for continued restricted recreational use of the area.

Multiple golf courses/country clubs are located nearby, including the Wanumetonomy Golf and Country Club, which is located immediately adjacent to the former NUSC Disposal Area to the north of the Naval Undersea Warfare Center.

3.3 History of Community Outreach

The Public Affairs Office has maintained a working relationship with the public, elected officials and media throughout the years.

The 1990 Community Relations Plan noted that Newport County residents generally view the Navy as a "good neighbor" and also noted that the Navy participates in a variety of activities, including providing color guards, speakers, and the Navy Band for community activities. Navy personnel frequently tutor children in the public school systems and are active in Little League, churches, and other area activities.

Today, NAVSTA Newport personnel continue to participate in community events and celebrations to maintain close ties with the community.

In the 1980s, when former waste disposal sites at NAVSTA Newport were first assessed, there was very little noticeable public reaction. In September 1983, the Rhode Island environmental group, Save the Bay, expressed concern that the Navy's initial sampling program would not provide sufficient information to determine if Narragansett Bay was being polluted by these sites. In February 1984, a public meeting sponsored by Save the Bay was held to discuss the overall situation and the Navy's plans for remediating identified problems. The meeting was attended by more than 40 citizens and government representatives and resulted in a very positive exchange of ideas and information. In August 1986, two public meetings were held regarding an NETC

application for a temporary hazardous waste storage permit. These meetings were advertised in the local news media. At the first meeting, only one member of the public attended. At the second meeting, no members of the public attended. At the time, RIDEM officials expressed surprise at the lack of attendance, since similar meetings around the state had drawn 150 to 200 members of the public.

In 1988, a Technical Review Committee (TRC) was formed by the Navy to provide direction to the ERP at NAVSTA Newport (NETC at the time). The TRC consisted of Navy representatives, city and town officials, and other federal, state, and local officials. The TRC met regularly to review and comment on technical documents relative to the ERP and also make recommendations to the Navy concerning RI/FS activities.

In March 1989, when NAVSTA Newport (NETC at the time) announced the beginning of sampling and analysis work to evaluate potential problems associated with former disposal activities at the naval complex, there was minimal public response. Public reaction was very positive when NAVSTA Newport was proposed for the National Priorities List (NPL) in July 1989 and there was little public reaction when the final NPL listing was announced in November 1989.

The NAVSTA Newport Restoration Advisory Board (RAB) was established in 1996 and consists of local citizens and representatives from the Navy, USEPA, and RIDEM. The purpose of the RAB is to establish community awareness, public participation, information exchange, and stakeholder involvement in the Navy's Installation Restoration Program. Currently, the RAB typically meets once every other month. The RAB celebrated their 20th anniversary in 2016. Membership currently includes roughly a dozen local citizens who serve 2-year terms. While the RAB membership is relatively small, they are extremely interested and engaged with NAVSTA Newport events.

Since the initial community relations program was implemented in late 1980s and early 1990s, regular community relations activities have been conducted to support the ERP. These activities have included fact sheets, brochures, and presentations to explain work at specific sites; regular RAB meetings and site tours; and public notices, public meetings, and a public comment period for applicable documents/milestones at specific sites. Public meetings generally attract small groups of local residents (mainly RAB members who are very interested and engaged) and media attention has been sparse.

3.4 Community Issues and Feedback

3.4.1 Past Community Issues and Feedback

Community interviews were conducted in order to help support the 1990 Community Relations Plan. A total of 28 individuals were interviewed during 23 separate meetings in Spring 1989. Interviewees included representatives of state and local agencies, elected officials, environmental advocates, business persons, members of community groups, and residents. Members of the surrounding community were interviewed to obtain feedback from the community on the perception of NAVSTA Newport.

The community interview results indicated that the community was concerned with the following issues:

- Extent of contamination. Residents wanted to know the extent of contamination found at the Navy sites. Members of the community were curious about the type of materials that have been dumped in the past before waste disposal became regulated. They also wanted to have access to the results of environmental testing in an easily understood format.
- Timeframe. While the ER/CERCLA study and cleanup is necessarily a long process, the residents wanted to be assured that the process will be completed as quickly as possible and that if any immediate risks to health and the environment are found, they are remedied immediately.
- Information. Residents wanted to be informed on the steps that the Navy is taking to study/clean-up the sites and the progress of the program. Members of the community wanted this information in an easily understood format; either as news releases through local media, information fact sheets, or public meetings.
- Health hazards. Members of the community were concerned with the health hazards associated with the sites. Residents wanted to be informed immediately if any of the sites pose a risk to human health and want these risks addressed as quickly as possible.
- Bay contamination. Due to the proximity of the NAVSTA Newport facility to the Narragansett Bay, residents were concerned about any potential contamination impacting the Bay. This also relates to the fishing community.
- Tank farms. Many members of the community were interested in the tank farms, particularly the contents and the possibility of leaks from the inactive tanks.

- Protection of ground water resources. The residents were concerned that migration of contaminants from the sites posed a potential threat to the underlying aquifer and were concerned with possible impacts to present or future drinking water sources and associated health risks. Most residents thought that none of the sites pose a threat to drinking water sources, but wanted further assurance through study of the sites.

3.4.2 Process to Assess Current Community Issues and Feedback

To update this CIP, a written and online survey was prepared and postcards were mailed to residents living within 1 mile of the NAVSTA Newport boundary, inviting them to complete the survey online or request and submit a hardcopy survey. A total of 4,676 postcards were mailed in October 2015. In addition, the PAO at NAVSTA Newport emailed local municipal officials and the Newport Chamber of Commerce Director informing them of the Community Involvement Plan update and the survey being implemented and inviting them to complete the survey. The online survey was made available for completion for a period of 45 days. A total of 110 survey responses were received either online or in the mail, representing a 2.3 percent response rate. Subsequently, a request to complete the survey was extended to the RAB community members and an additional 5 survey responses were received, bringing the total to 115 survey responses. Appendix B contains a copy of the survey.

3.4.3 Current Community Issues and Feedback

The following are highlights of the results of the 2015 community survey. Appendix C provides more details on these results, including any additional comments provided by the participants.

The majority of respondents:

- Are aware of the Navy's Environmental Restoration Program (over 60%);
- Are confident in the Navy's ability to investigate and clean up ERP sites (over 50%);
- Listed print newspapers (over 40%) and internet news sources (nearly 30%) as their primary sources for local news and events;
- Listed The Newport Daily News (70%) and the Naval Station Facebook and Twitter pages (40%), as the best ways to communicate ERP information;
- Indicated that evenings (either 5-7 or 7-9 pm) would be the best times to attend RAB or other public meetings.

Of the 49% of respondents that have concerns regarding environmental site investigation and cleanup at NAVSTA Newport, respondents were concerned with impacts to human health (43%), surface water (23%), and wildlife (17%).

The majority of respondents are not aware of:

- The existence of the RAB (nearly 70%);
- The RAB or other ERP-related public meetings periodically held by the Navy (over 60%);
- The Navy's periodic placement of documents required for public comment in the local libraries (over 80%);
- The ERP public notices that are periodically run in the The Newport Daily News informing the public of upcoming RAB meetings or other public meetings or soliciting review of documents placed in the local public libraries (70%);
- The existence of a Navy contact who may be reached for information regarding the ERP (about 50%);
- The existence of ERP public websites for NAVSTA Newport (http://www.rabnewportri.org and http://go.usa.gov/DyNw) (nearly 90%).

In summary, the survey responses revealed the following:

1. The majority of respondents are aware of the Navy's ERP and confident in the Navy's ability to investigate and clean up ERP sites.

2. While respondents were generally unaware of ways to get information on the ERP, such as RAB meetings, ERP documentation at public libraries, and the public websites, over half of the respondents wanted to join the ERP email or mailing list, indicating that they do want more information about environmental site investigation and cleanup at NAVSTA Newport.

3. The Newport Daily News and the Naval Station Newport Facebook and Twitter pages were the top two options selected as best ways to communicate ERP information. Print newspaper and internet news sources were the top ranked primary sources of local news among the respondents.

4. The majority of respondents would more likely attend future RAB and other public meetings if they occurred after work hours on Mondays through Thursdays.

RAB members were provided an opportunity to review the Draft CIP and were encouraged to share their feedback. The general consensus of the CIP document was that it needed to be flexible. As restoration efforts continue over the next decade and beyond, the CIP as a tool must evolve to incorporate new age groups, stakeholders, and civic leaders, different concerns, involvement styles and communication modes.

Additional comments were provided pertaining to current and future community involvement activities. The general theme of their suggestions centered around utilizing a broader selection of resources to advertise official meeting and hearing announcements and to incorporate trending styles of communication to share and receive information. For example, consider additional newspapers and websites, new forms of social media, advanced technology, and utilizing popular meeting places to engage with the public. Furthermore, such advertisements could benefit from a more attractive format/layout to draw readers. By connecting to more community members, the Navy may receive valuable insights and considerations.

4.0 THE COMMUNITY INVOLVEMENT PROGRAM

The main goal of the NAVSTA Newport CIP is to achieve effective, open communication between NAVSTA Newport, and the local communities, RIDEM, and USEPA Region 1. As a result of the community interviews and survey and the ongoing community involvement activities, the Navy has identified the information and methods of communication that community members would prefer. This section provides details of the community involvement activities currently being conducted for NAVSTA Newport and those that will be implemented based on the results of the community survey described in Section 3.4.3.

The effectiveness of the NAVSTA Newport community involvement program is dependent on timely and accurate information dissemination, feedback from the public, the Navy's response to community concerns, and an effective dialogue with the regulatory agencies. The Navy is committed to a proactive community involvement program, supplying complete information to the community in a timely fashion and in a clear, concise form. The CIP is also designed to be flexible, so that as community information needs evolve and change, the CIP can be revised accordingly.

4.1 Objectives of the Community Involvement Plan

The main objectives of the community involvement program are to:

1. Inform all participants in the ERP of the CIP and encourage their cooperation.

2. Assure the community at large that the health, welfare, and safety of their environment is of the utmost importance to the Navy (NAVSTA Newport).

3. Provide information, in non-technical terms and in a proactive manner, concerning the ERP in general, and the sites at critical stages in the process to all members of the civilian and military community, elected officials, and federal and state regulatory agency staff in a timely manner.

4. Provide all interested members of the civilian and military community, elected officials, and federal and state regulatory agency staff opportunities and avenues to present opinions and ideas during the ERP process.

5. Provide the media with interviews, briefings, and requested information, as available, in a timely manner to ensure accurate coverage of the ERP events.

6. Swiftly and effectively respond to expressed concerns of the civilian and military community, elected officials, and federal and state regulatory agency staff.

7. Cultivate and maintain a cooperative and productive, two-way dialogue with the civilian and military community, elected officials, and federal and state regulatory agency staff by a proactive PAO to ensure a climate of trust and understanding during the ERP process.

8. Provide one point of contact through which all inquiries are directed to ensure continuity and reduce confusion.

9. Evaluate the effectiveness of the CIP during the ERP process and revise its methods and activities as deemed appropriate.

4.2 Recent Community Involvement Activities

The Navy has implemented many community involvement activities in conjunction with the ERP at NAVSTA Newport. Many of these activities are required under CERCLA regulations and guidance, while some activities are additional.

Table 8 lists required and additional activities that are currently or have recently been conducted. Table 10 provides more details about the community involvement activities required at various technical steps in the remediation process.

4.3 Current and Future Community Involvement Activities

In spite of the Navy's efforts to implement not only required community involvement activities, but also some additional activities, the community survey indicates that the local population:

- Generally is unaware of the status and progress of the ERP at NAVSTA Newport;
- Generally is unaware of how to get more information; and
- Is interested in getting more information about environmental restoration activities at NAVSTA Newport.

Therefore, the remainder of this section describes details of current and future community involvement activities that will be implemented to continue to meet the information needs of the local community.

4.3.1 Designate Navy Contacts

Description: Provide points of contact and information resources to respond to inquiries from the public.

Goal: Provide accurate, timely, and easy-to-understand information to community members seeking information about the ERP at NAVSTA Newport.

Current Implementation: The Navy designated the Navy PAO for NAVSTA Newport as its primary point of contact for the ERP at NAVSTA Newport. The PAO for NAVSTA Newport is listed as the primary point of contact in all articles, announcements, advertisements. As the primary point of contact for the ERP at NAVSTA Newport, the PAO serves as the central information source for public and media inquiries. As the key spokesperson, the PAO is responsible for answering telephone calls and responding to written inquiries about site activities. Contact information for the PAO is provided in Appendix D.

Planned Implementation: The Navy will continue to publicize the NAVSTA Newport PAO as the primary point of contact in all articles, announcements, and advertisements.

Timing: Ongoing

4.3.2 Mailing List of Interested Parties

Description: A mailing list of persons known to be interested in NAVSTA Newport and ERP activities. The list may include mailing addresses, as well as e-mail addresses.

Goal: To provide project information to stakeholders who want to be kept informed about ERP activities.

Current Implementation: Currently, the Navy maintains a mailing list for the RAB and interested parties. The RAB members and interested parties receive notification of the RAB meetings. In addition, RAB members and interested parties who attend the RAB meetings receive the meeting minutes and the agenda for the next RAB meeting. The minutes are also posted in the Navy's AR, which is accessible through the Navy's website http://go.usa.gov/DyNw. The Navy has updated the mailing list with additional contacts identified as part of the 2015 community survey.

Planned Activity: Additional interested citizens and groups will continue to be added to the mailing list upon request. The Navy will also include a statement soliciting new RAB members on future newspaper notices regarding RAB meetings.

Timing: Ongoing

4.3.3 Website

Description: Internet technology allows new information to be made available quickly, and enables information to be delivered in a user-friendly manner, at the convenience of the user. Increasingly, people rely on the Internet to obtain information. Furthermore, maintaining a website rather than printing large numbers of documents and fact sheets saves paper and money spent on printing and mailing.

Goal: To enable community members to access key information about CERCLA in general and more detailed information about the ERP at NAVSTA Newport on their own time and at minimal expense.

Current Implementation: The Navy has established a public website for information about ER at NAVSTA Newport (http://go.usa.gov/DyNw). The website provides historic and overview information about the ERP, as well as contact information and AR documents.

In addition, the RAB also maintains a website for information about the ERP at NAVSTA Newport (http://www.rabnewportri.org). The RAB's website is accessible through the Navy's primary community outreach website (http://go.usa.gov/DyNw). The RAB website supplements the Navy's website with information on upcoming RAB meetings, contact information for becoming a RAB member, minutes of previous RAB meetings, and indicates ways to get more information about the ERP at NAVSTA Newport.

Finally, the USEPA maintains site information specific to NAVSTA Newport on the Internet at (http://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0101431). General information about USEPA and CERCLA can be found at the USEPA Headquarters website (http://www.epa.gov). Links to these sites are provided on the NAVSTA Newport site.

Planned Implementation: The Navy will continue to update the website on a regular basis. When significant actions occur, such as remedial construction, photos and updated information may also be added to the website. Documents such as fact sheets, this updated CIP, annual Site Management Plan updates, Five-Year Reviews, and other documents of interest to the public will

also be posted on the website. These documents are also posted on the AR, which is also accessible through the Navy's website (http://go.usa.gov/DyNw). The website was recently updated in early 2016 with updated site descriptions and other enhancements. Future newspaper notices will include references to the Navy's public website with general directions on where to get information.

Timing: Ongoing.

4.3.4 Information Repositories

Description: The Information Repositories are a one-stop collection of documents for the public, where people can easily find information about CERCLA in general and the status of the cleanup and remediation at project sites. It should be located in a convenient public location where community members can read and copy official documents about the status of the NAVSTA Newport ERP.

Goal: To provide convenient access to site-related information for community members.

Current Implementation: Information Repositories have been established in the Jamestown, Middletown, Newport and Portsmouth Public Libraries in Rhode Island. The Information Repositories for NAVSTA Newport consist of an AR index for NAVSTA Newport, as well as a compilation of DVDs that contain AR documents produced in the prior fiscal year. In addition, copies of the most recent SMPs for NAVSTA Newport, a poster of Naval Station sites, and a poster of upcoming RAB meetings are also located in the Information Repositories. PPs are placed in the Information Repositories when available for public review and comment.

Planned Implementation: The Navy will continue to use the Jamestown, Middletown, Newport and Portsmouth Public Libraries as Information Repositories. Table 9 shows the locations and hours of the Jamestown, Middletown, Newport and Portsmouth Public Libraries. Newspaper notices soliciting public review and comment on PPs will include reference to these libraries.

Timing: Ongoing. The Information Repositories will be maintained as needed for documents available for public comment. The Information Repositories are also updated annually with the prior year AR document DVDs and updated AR index.

4.3.5 Maintain the AR File

Description: The AR includes documents that were considered or relied upon in selecting a response action.

Goal: To provide community members with a comprehensive record of all documents, resources, etc. used by the Navy in reaching all decisions about the NPL site and its cleanup.

Current Implementation: For NAVSTA Newport, electronic versions of AR documents are available on the NAVSTA Newport public website (web address provided in Section 4.3.3).

Planned Implementation: The Navy will continue to update the AR file as needed.

Timing: The Navy will continue to update the AR file continually and will update the index available in the Information Repositories on an annual basis.

4.3.6 Prepare and Distribute Fact Sheets

Description: Fact sheets are brief documents intended to inform stakeholders about technical information and progress of the investigation and cleanup process. Fact sheets are written for non-technical audiences and use straightforward graphics to describe technical issues.

Goal: To provide stakeholders with current, accurate, easy-to-understand information about the Navy's environmental investigations and munitions response activities at NAVSTA Newport.

Current Implementation: The Navy currently produces fact sheets as required (such as for a Five-Year Review) or as needed to communicate a specific on-base issue. Fact sheets are distributed various ways. Those related to the ERP (such as for a Five-Year Review) are typically given out at a RAB meeting, distributed to the RAB and interested parties mailing lists, and placed in the Jamestown, Middletown, Newport, and Portsmouth Public Libraries.

Planned Implementation: NAVSTA Newport ERP and public affairs staff will continue to develop required fact sheets, such as for Five-Year Reviews. In addition to the current implementation, fact sheets will be placed on the Navy's public website (http://go.usa.gov/DyNw). For proposed remedial actions that require a public comment period, the PP is a summary document that serves the function of a fact sheet.

Timing: The Navy will produce required fact sheets in accordance with CERCLA policy, when available for public review and comment.

4.3.7 Restoration Advisory Board

Description: The RAB is an advisory group for the restoration process, with members from the public, the Navy, and the regulatory agencies. These individuals are considered a key resource in efforts to communicate openly and effectively with the community at large. The RAB is designed to act as a focal point for the exchange of information between NAVSTA Newport and the local community regarding ER activities. The RAB is intended to bring community members who reflect diverse interests within the local community together with government officials representing the Navy, USEPA and RIDEM. This enables the early and continued two-way flow of information, concerns, values, and needs between the community and NAVSTA Newport.

Goal: To gain effective input from stakeholders on cleanup activities and increase installation responsiveness to the community's interest about the ERP.

Current Implementation: One of the most notable accomplishments of the NAVSTA Newport ERP is the establishment and continued successful operation of the RAB. The community involvement program at NAVSTA Newport will continue to enlist the support and cooperation of the RAB members by providing regular information to members and actively seeking their input into remedial decisions. These individuals are considered a key resource in efforts to communicate openly and effectively with the community at large.

The NAVSTA Newport RAB is co-chaired by the NAVSTA Newport Environmental Director and a community member elected by other community members of the RAB as the Community Co-Chair. The RAB meets one evening every other month to review technical documents and discuss cleanup actions and alternatives. All RAB meetings are open to the public. RAB members receive notifications of upcoming RAB meetings. The Navy advertises the RAB meetings in The Newport Daily News. RAB meetings are currently held at a hotel in close proximity to NAVSTA Newport.

In accordance with the 2006 DoD RAB rules and regulations, the RAB meeting minutes are recorded for each meeting and are emailed to all RAB members in attendance.

Planned Implementation: As required, the Navy will continue to publish newspaper notices as a means of inviting the public to attend RAB meetings. The Navy will also continue to send notifications to those members of the public who have indicated they would like to receive additional information about the ERP at NAVSTA Newport. In addition, the Navy has prepared an informative packet which will be available for attendees who are unfamiliar with restoration activities taking place at NAVSTA Newport. Developed to provide helpful information to individuals

interested in participating in meetings, this guide offers a brief introduction to the Navy's restoration history, processes and progress at NAVSTA Newport.

In spite of the newspaper advertisements and email notifications, about 69 percent of survey respondents were not aware of the existence of the RAB or of RAB meetings. In an effort to increase the viewing of the newspaper advertisements, the timing and placement will be modified going forward so that each advertisement is published twice in the Newport Daily News – once in the Community Section of the Saturday paper and once on a weekday in the News Section of the paper. Further, the Navy will make use of the online event calendar for the Newport Daily News and The Mercury to advertise public meetings and the PAO will place an announcement in the base newspaper (the NAVALOG) and post on social media. In addition to these activities, other avenues may be explored in an effort to identify new and more effective communication methods. While people may still choose not to attend RAB meetings for a variety of reasons, "being unaware" should not be a significant reason. The Navy will continue to send notifications regarding upcoming RAB meetings prior to each RAB meeting.

In addition to emailing RAB meeting minutes to RAB members, the minutes are also available on the RAB website so that people who were unable to attend the meeting may still access the information that was discussed.

Timing: The NAVSTA Newport RAB was established in 1996. The Navy will continue to maintain the RAB and hold RAB meetings every other month.

4.3.8 Public Meetings

Description: A public meeting is an open forum, usually featuring a presentation on a specific topic by the RPMs and other members of the site team, as well as an opportunity to interact with them. The public may ask questions and make public comments. The Navy is required to consider such comments when making cleanup decisions. If a public meeting is held during a public comment period, a court reporter is used to produce a written transcript of the meeting to become part of the AR. Public meetings must be held upon request whenever a formal public comment period is required under CERCLA regulations. In contrast, a RAB meeting is a regularly-scheduled meeting of a specific group of people to discuss a variety of environmental restoration activities. While RAB meetings are open to the public, the extent to which the public may make comments and ask questions may be controlled so that the RAB members can proceed with their meeting. In addition, questions and comments at a RAB meeting do not become part of an official legal transcript.

Goal: To provide stakeholders with opportunities to learn about the status of site cleanups, receive responses to their questions and concerns, and have an opportunity to submit comments on proposed actions or decisions.

Current Implementation: Currently, public meetings are held as required for specific technical activities, such as during the public comment period on PPs. Public meetings and RAB meetings are held at the Courtyard Marriott in Middletown, which is in close proximity to NAVSTA Newport. This hotel offers a well-equipped and accessible meeting room which is convenient to both NAVSTA Newport employees and local community residents and does not require entry to the installation through security checkpoints. Recent public meetings during public comment periods have been held on a weekday evening, on a date when a RAB meeting would typically be held.

Public meetings during comment periods are publicized at the opening of the public comment period and are held during the comment period. In accordance with CERCLA and DoD policy and guidance, a paid notice advertising public meetings is published in The Newport Daily News. This notice is placed as a newspaper advertisement in the main section, not in the legal notice section. In addition to publishing a notice in The Newport Daily News, the PAO typically places an announcement in the base newspaper (the NAVALOG), posts on social media, and sends an email to her community contacts.

During the public meeting for a PP, Navy officials discuss the findings of the RI and FS reports, the various cleanup alternatives, the Navy's preferred cleanup/treatment alternative, and the rationale for the choice. Members of the public have an opportunity to ask questions and make comments at the meeting. Formal comments can be provided during the Public Hearing portion of the meeting. For the public hearing, a transcript is prepared by a court reporter and made available to the public at the Information Repositories and placed in the AR.

Planned Implementation: NAVSTA Newport public meetings have been held during the evening on dates when a RAB meeting would typically be held.

Because 74 percent of survey respondents indicated that they have not seen a newspaper advertisement for public meetings, the Navy may consider using other methods in conjunction with the newspaper advertisements to advertise public meetings, such as website updates. The PAO will continue to augment the newspaper notice with an announcement in the base newspaper (the NAVALOG), posts on social media, and emails to community contacts. Also, in an effort to increase the viewing of the newspaper advertisements, the timing and placement will be modified going forward so that each advertisement is published twice in the Newport Daily News – once in the

Community Section of the Saturday paper and once on a weekday in the News Section of the paper. Further, the Navy will make use of the online event calendar for the Newport Daily News and The Mercury to advertise public meetings. In addition to these activities, other avenues may be explored in an effort to identify new and more effective communication methods.

Timing: The Navy will continue to hold public meetings whenever a formal public comment period is required (for example, for PPs).

4.3.9 Provide Comment Periods

Description: Public comment periods are held to give community members an opportunity to provide input on major decisions in the NAVSTA Newport ERP, primarily interim actions or selection of final remedies.

Goal: Provides the citizens with an opportunity for meaningful involvement in the process and also provides the Navy with valuable information for use in making decisions.

Current Implementation: Public comment periods are held as required under CERCLA and DoD policy for specific technical activities, such as during the public comment period on PPs. Section 5.0 of this CIP addresses the timing of specific community involvement activities, including activities that are required under CERCLA.

Comment periods are provided to solicit public input on major decisions regarding the selection of removal actions or selected cleanup remedies for the NAVSTA Newport ERP. The public is provided an opportunity to comment on removal actions (documented by EE/CAs) and PPs, during an announced formal public comment period, as required. The Navy issues the EE/CA or PP by placing the documents in the Information Repositories at the Jamestown, Middletown, Newport, and Portsmouth Public Libraries and publishes a notice announcing the public comment period in The Newport Daily News. The notice includes a brief description of the document and advertises the availability of the document in the Information Repositories. In addition to publishing a notice in The Newport Daily News, the PAO typically places an announcement in the base newspaper (the NAVALOG), posts on social media, and sends an email to her community contacts.

When a public meeting is held during a public comment period, a court reporter is used to accurately capture comments made during the meeting. This transcript becomes part of the final ROD. Community members may also submit written comments at any time during the public comment period. The public comment period can be extended an additional 30 days if requested by

the public. As required, a written response is prepared for significant comments received and included in the ROD.

Planned Implementation: The Navy will continue to hold and publicize comment periods as appropriate. The PAO will continue to augment the newspaper notice with an announcement in the base newspaper (the NAVALOG), posts on social media, and emails to community contacts. In an effort to increase the viewing of the newspaper advertisements, the timing and placement will be modified going forward so that each advertisement is published twice in the Newport Daily News – once in the Community Section of the Saturday paper and once on a weekday in the News Section of the paper. Further, the Navy will make use of the online event calendar for the Newport Daily News and The Mercury to advertise public meetings. In addition to these activities, other avenues may be explored in an effort to identify new and more effective communication methods.

Timing: Comment periods will be held and publicized for specific technical activities as required.

4.3.10 Prepare a Responsiveness Summary

Description: At the conclusion of a public comment period, a Responsiveness Summary will be prepared summarizing comments received and the Navy's responses to public comments.

Goal: The purpose of a Responsiveness Summary is to summarize comments received during comment periods, to document how the Navy has considered those comments during the decision making process, and to provide responses to major comments. The summary will inform the decision makers about the community preferences, as well as any general concerns. It also provides the public with documentation of the issues raised and the Navy's responses to the feedback. The Responsiveness Summary will be made available to the public in the Information Repositories.

Current Implementation: Responsiveness Summaries are prepared and published as an appendix to the ROD, which is posted for public access in the AR, available through the Navy's website (http://go.usa.gov/DyNw). Public notices announcing the availability of final RODs are also published in The Newport Daily News. As with other types of public notices, the PAO typically places an announcement in the base newspaper (the NAVALOG), posts on social media, and sends an email to her community contacts.

Planned Implementation: The Navy will continue to produce Responsiveness Summaries as part of RODs, which will be posted for public access in the AR, available through the Navy's website

(http://go.usa.gov/DyNw). Public notices will continue to be published in The Newport Daily News to announce the availability of final RODs and the PAO will continue to augment the newspaper notice with an announcement in the base newspaper (the NAVALOG), posts on social media, and emails to community contacts. In an effort to increase the viewing of the newspaper advertisements, the timing and placement will be modified going forward so that each advertisement is published twice in the Newport Daily News – once in the Community Section of the Saturday paper and once on a weekday in the News Section of the paper. In addition to these activities, other avenues may be explored in an effort to identify new and more effective communication methods.

Timing: The Navy will continue to issue Responsiveness Summaries as part of RODs, whenever a ROD is prepared.

4.3.11 Community Involvement Plan

Description: A written plan of action that provides for interaction with the public, elected officials and environmental groups, including obtaining their input at appropriate points during the environmental restoration process.

Goal: To provide a foundation for establishing two-way communication with the public to create an understanding of ERP and related actions, to assure public input into decision making processes related to affected communities, and to make certain that the Navy is aware of and responsive to public concerns.

Current Implementation: This document represents the first CIP update since the original Community Relations Plan was published in 1990. This update is based on the results of an online/written survey of local representatives and takes into account current community involvement activities and more recent guidance on preparing CIPs.

Planned Implementation: This CIP update will be made available to the public in the Information Repositories and on the Navy ERP website.

Timing: The team will consider whether the CIP needs to be updated again in 5 years (by 2021).

5.0 TIMING OF COMMUNITY INVOLVEMENT ACTIVITIES

Table 10 presents the general timing of community involvement activities associated with potential environmental restoration activities. Community involvement activities related to these sites may be combined or separate, depending on timing and level of public concern and interest relative to the status and schedule of ERP activities.

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Tables

Table 1
Inventory of Historic Sites and Operable Units
Community Involvement Plan
NAVSTA Newport, Rhode Island

FFA Designation	Site Designation	Site Name	Operable Unit
Area 1	Site 1	McAllister Point Landfill	OU 1, OU 4
Area 2	Site 2	Melville North landfill(1)	--
Area 3	--	Substation #14, Transformer Vault	--
Area 4	Site 4	Coddington Cove Rubble Fill Area (CCRF)	--
Area 5	--	Melville North Area	--
Area 6	--	STP Site Drying Bed	
Area 7	Site 7	Tank Farm 1	OU 13
Area 8	Site 8	NUSC Disposal Area	OU 7
Area 9	Site 9	Old Fire Fighting Training Area (OFFTA)	OU 3
Area 10	Site 10	Tank Farm 2	OU 14
Area 11	Site 11	Tank Farm 3	OU 15
Area 12	Site 12	Tank Farm 4	OU 11
Area 13	Site 13	Tank Farm 5	OU 2
Area 14	--	Gould Island Disposal Area	--
Area 15	--	Gould Island Bunker 11	--
Area 16	--	Gould Island Incinerator	--
Area 17	Site 17	Building 32, Gould Island(3)	OU 6
Area 18	--	Structure 214, Melville North Area	--
--	Site 19	Derecktor Shipyard - Off-shore	OU 5
--		Derecktor Shipyard - On-shore	OU 12
--	Site 20	Surface Warfare Officers School (SWOS)	--
--	Site 21	Melville Water Tower	OU 8
--	Site 22	Carr Point Storage Area	OU 10
--	MRP(2) Site 1	Carr Point Shooting Range	OU 9
--	Site 23	Coddington Point Buried Debris Areas	OU 16
--	Site 24	Defense Fuel Supply Point (DFSP) Melville	--

Notes:
(1) Site 2 was investigated under RIDEM regulations, rather than under the ERP, because it was not owned by the Navy at the time of the National Priorities List (NPL) listing in 1989.
(2) Munitions Response Program (MRP)
(3) Site 17 was listed in the FFA as the Gould Island Electroplating Shop.

Table 2
Summary of RI Documents
Community Involvement Plan
NAVSTA Newport, Rhode Island

Title	Date
Draft Phase 1 RI and Human Health Risk Assessment (HHRA) Report for Sites 1, 2, 9, 12, and 13	1992
Draft Phase 1 RI and HHRA for Site 1	1992
Draft Phase 1 RI and HHRA Report for Site 9	1992
Draft Phase 1 RI and HHRA for Site 12	1992
Draft Phase 1 RI and HHRA for Site 13	1992
RI and HHRA for Site 1	1994
Draft Final Phase 2 RI Report, Revision 1 for Site 1	1997
Final HHRA completed for Site 19	1998
Marine ERA Report for Site 9	2000
Final RI Report for Site 9	2001
Sediment Investigation Report for Site 19	2005
Phase 1 RI and HHRA for Site 17	2006
Final Remedial Investigation Report for Site 8	2010
Final Supplemental Remedial Investigation (SRI) for Site 8	2011
Final Data Gaps Assessment Report (Including Risk Assessment) for Site 12 and Site 13 Category 1 Areas	2012
Final Phase 2 RI and BERA Report for Site 17	2012
Final Supplemental Sediment Investigation Report for Site 19	2012
Final Data Gaps Assessment Report for Category 1 Areas at Site 7	2014
Final RI Report for Site 22	2015
Final RI Report for Site 23	2015
Final Data Gaps Assessment (Including Risk Assessment) for AOCs-001, -003, -004, and -005; Building 219; Former Buoy Storage Area within Site 10	2015
Final Data Gaps Assessment (Including Risk Assessment) for AOCs-001, -020, and the Electrical Control House Area within Site 11	2015

Table 3
Summary of FS Documents
Community Involvement Plan
NAVSTA Newport, Rhode Island

Title	Date
Ecological Risk Assessment (ERA) and FS Report for Site 1	1994
Final FS (management of migration and marine sediment) for Site 1	1999
Final FS for Site 19 Off-shore	1999
FS for Soil, Groundwater, and Marine Sediment for Site 9	2002
Final FS report (technical memorandum) for Site 9	2010
Final FS for Site 8	2012
Final FS Report for Decision Unit 4-1 at Site 12	2013
Final FS for Decision Unit 5-1 at Site 13	2013
Final FS for Site 17	2014
Final FS for Site 19 On-shore	2014
Final FS for Site 19 Off-Shore	2014
Final FS Report for Decision Units 1-1, 1-2, and 1-3 at Site 7	2015
Final Soil FS Report for Decision Units 2-1 and 2-2 at Site 10	2016
Final Soil FS Report for Decision Units 3-1, 3-2, and 3-3 at Site 11	2016

Table 4
Summary of PP Documents
Community Involvement Plan
NAVSTA Newport, Rhode Island

Title	Date
Final PP for Interim Action at Site 13	1992
Final PP for Site 1 (source control, landfill cap)	1993
Final PP for Site 1 (management of migration, contaminated marine sediments)	1999
Final PP for Site 9	2010
Final PP for Site 8	2012
Final PP for DU 4-1 at Site 12	2013
Final PP for DU 5-1 at Site 13	2013
Final PP for Site 17	2014
Final PP for Site 19 On-Shore	2014
Final PP for Site 19 Off-Shore	2014
Final PP for DU 1-1, 1-2, and 1-3 at Site 7	2016

Table 5
Summary of ROD Documents
Community Involvement Plan
NAVSTA Newport, Rhode Island

Title	Date
Interim Action ROD (interim groundwater pump and treat remedy) for Site 13	1992
OU1 ROD (source control, landfill cap) for Site 1	1993
OU4 ROD (management of migration, contaminated marine sediments) for Site 1	2000
Final ROD for Site 9	2010
Final ROD for Site 8	2012
Final ROD for DU 4-1 at Site 12	2013
Final ROD for DU 5-1 at Site 13	2014
Final ROD for Site 17	2014
Final ROD for Site 19 On-Shore	2014
Final ROD for Site 19 Off-Shore	2014
Final ROD for DU 1-1, 1-2, and 1-3 at Site 7	2016

Table 6
Census Data for Towns/Cities for Towns/Cities that NAVSTA Newport Occupies as Compared with Rhode Island
Community Involvement Plan
NAVSTA Newport, Rhode Island

	Rhode Island	Town of Jamestown	Town of Middletown	City of Newport	Town of Portsmouth
POPULATION					
Total Population 2000	1,048,319	5,622	17,334	26,475	17,149
Total Population 2010	1,052,567	5,405	16,150	24,672	17,389
Percent change (2000-2010)	+0.4%	-3.9%	-6.8%	-6.8%	+1.4%
RACE AND ETHNICITY[1]					
White	81.4%	96.3%	87.2%	82.5%	94.6%
Black or African American	5.7%	0.6%	4.5%	6.9%	1.3%
American Indian and Alaska Native	0.6%	0.2%	0.3%	0.8%	0.2%
Asian	2.9%	0.6%	3.0%	1.4%	1.6%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.1%	0.1%	0.0%
Two or more races	3.3%	1.9%	3.3%	5.2%	1.9%
Hispanic or Latino[2]	12.4%	1.7%	4.7%	8.4%	2.1%
AGE[1]					
18 Years and Under	21.3%	19.3%	22.6%	16.5%	23.0%
65 Years and Over	14.4%	18.4%	17.6%	14.2%	16.4%
HOUSEHOLDS[1]					
Average household size	2.44	2.29	2.34	2.05	2.44
Owner-occupied housing units	60.7%	78.3%	57.1%	43.6%	74.3%
ECONOMICS (2009-2013 Estimate)					
Per capita money income	$28,707	$54,915	$34,192	$30,469	$44,821
Median household income	$56,361	$90,484	$69,784	$60,533	$74,487
Persons below poverty	14.3%%	6.9%	9.6%	10.8%	7.8%

1. 2010 Estimate

2. Hispanic or Latino based on language and national origin and may include members of all the above race groups

Source: U.S Census Bureau QuickFacts and U.S. Census Bureau American FactFinder

Table 7
Population Growth for Rhode Island and Newport County, 1980-2010
Community Involvement Plan
NAVSTA Newport, Rhode Island

Population	Rhode Island	Newport County
1980	947,154	81,383
1990	1,003,464	87,194
2000	1,048,319	85,433
2010	1,052,567	82,888
Percent change (1980-2010)	+11%	+1.8%

Sources: U.S. Census Bureau American FactFinder and Forestall, 1996

Table 8
Required and Additional Community Involvement Activities
Community Involvement Plan
NAVSTA Newport, Rhode Island

Required Activities	Additional Activities
Designate Navy Contacts	
Maintain mailing list	List includes those community members who wanted to receive additional information after taking the 2015 CIP Survey. Regular mail and email lists will be maintained.
Maintain Information Repository	A poster advertising upcoming RAB meetings is located at each library.
Maintain Administrative Record	The Administrative Record is available for public download on the public websites.
Fact Sheets	
Five-Year Review	
RAB Meetings	
Display ad for RAB meetings	Two display advertisements are posted in the local newspaper prior to each RAB meeting. RAB members have participated in tours of the Naval Station sites.
PP	
Display ad for PP	The PAO typically includes an announcement in the base newspaper, posts on social media, and emails her community contacts.
Public comment period	
Public Meeting	
Meeting transcript	
Responsiveness Summary	
CIP	
Community interviews	Online/written survey

Source: Superfund Community Involvement Handbook (USEPA, 2002)

Table 9
Public Information Repositories
Community Involvement Plan
NAVSTA Newport, Rhode Island

Status	Information Repository Location	Address and Telephone	Hours	Distance from NAVSTA Newport
Current	Jamestown Public Library	26 North Road Jamestown, RI 02835 (401) 423-7280	Mon-Wed 10am-8pm Thursday 12pm-8pm Friday 10am-5pm Saturday 10am-2pm Sunday Closed	5 miles
Current	Middletown Public Library	700 W Main Road Middletown, RI 02842 (401) 846-1573	Mon-Thurs 9:30am-8pm Fri-Sat 9:30am-5pm Sunday 1pm-5pm* *Labor Day – Memorial Day	2 miles
Current	Newport Public Library	300 Spring Street Newport, RI 02840 (401) 847-8720	Monday 12:30pm-9pm Tues-Thurs 9:30am-9pm Fri-Sat 9:30am-6pm Sunday 1pm-5pm	2 miles
Current	Portsmouth Public Library	2658 E Main Road Portsmouth, RI 02871 (401) 683-9457	Mon-Wed 9am-8pm Thursday 9am-8pm Fri-Sat 9am-5pm Sunday 1pm-5pm	9 miles

Table 10
Timing of Required and Recommended Community Involvement Activities
Community Involvement Plan
NAVSTA Newport, Rhode Island

	Preliminary Assessment Site Inspection	Remedial Investigation Feasibility Study	Proposed Plan	Record of Decision	Remedial Design Remedial Action	No Further Action Decision Document	Pre-ROD Significant Changes	Post-ROD Significant Changes	Removal Action <120 days	Removal Action >120 days	Removal Action >6 months
Designate Navy Contacts	■								■	■	
Mailing List of Interested Parties	■	▬	▬	▬	▬	▬	▬	▬	▬	▬	
Website	○	○	○	○	○	○	○	○	○	○	○
Information Repository	■	▬	▬	▬	▬	▬	▬	▬	▬	■	■
Administrative Record		■							■	■	■
Notice of Availability[1]		■	■	■				■	■	■	■
Fact Sheets			■[2]		■						
Restoration Advisory Board	■	▬	▬	▬	▬	▬	▬	▬	▬	▬	
Public Meetings			■					■			
Meeting Transcript			■					■			
Public Comment Period			■				■	■	■	■	■
Responsiveness Summary				■			■	■	■	■	■
Community Involvement Plan	■									■	■

▬ Ongoing activity ■ Required activity ○ Optional activity, as needed or requested

1. Content of Notices of Availability varies based on what technical activity is involved. See Superfund Community Involvement Handbook (USEPA, 2002) for details.
2. PP serves as a fact sheet

Source: Superfund Community Involvement Handbook (USEPA, 2002)

Figures

Prudence Island
Dyer Island
Site 7
Site 24
Site 10
Weaver Cove
Defense Hwy
Site 11
MRP Site 1
Site 22
Site 12
East Passage
Portsmouth
NAVSTA Property Boundary
Site 13
Site 1
Site 17
Gould Island
Jamestown
Site 8
Route 114
Middletown
Site 19
Public Works Department
Site 23
Coddington Cove
Site 4
Coddington Hwy
Route 138
Coasters Harbor
Site 9
Coasters Harbor Island
Newport
Pass Office
Narragansett Bay
Main Gate
Officer's Club
Route 138

Legend
- NAVSTA Property Boundary
- IR/MRP Sites

IR/MRP Sites

Site	Site Name	Operable Unit
Site 1	McAllister Point Landfill	OU 1, OU 4
Site 4	Coddington Cove Rubble Fill Area (CCRF)	NA
Site 8	NUSC Disposal Area	OU 7
Site 9	Old Fire Fighting Training Area (OFFTA)	OU 3
Site 7	Tank Farm 1	OU 13
Site 10	Tank Farm 2	OU 14
Site 11	Tank Farm 3	OU 15
Site 12	Tank Farm 4	OU 11
Site 13	Tank Farm 5	OU 2
Site 17	Gould Island	OU 6
Site 19	Derecktor Shipyard	OU 5, OU 12
Site 22	Carr Point Storage Area	OU 10
MRP Site 1	Carr Point Shooting Range	OU 9
Site 23	Coddington Point Buried Debris Sites	OU 16
Site 24	DFSP Melville	TBD

RESOLUTION CONSULTANTS

Drawn:	JB	09/29/2016
Approved:	MK	09/29/2016
Project #:	60268619	

Map Location

N

0 1,200 2,400

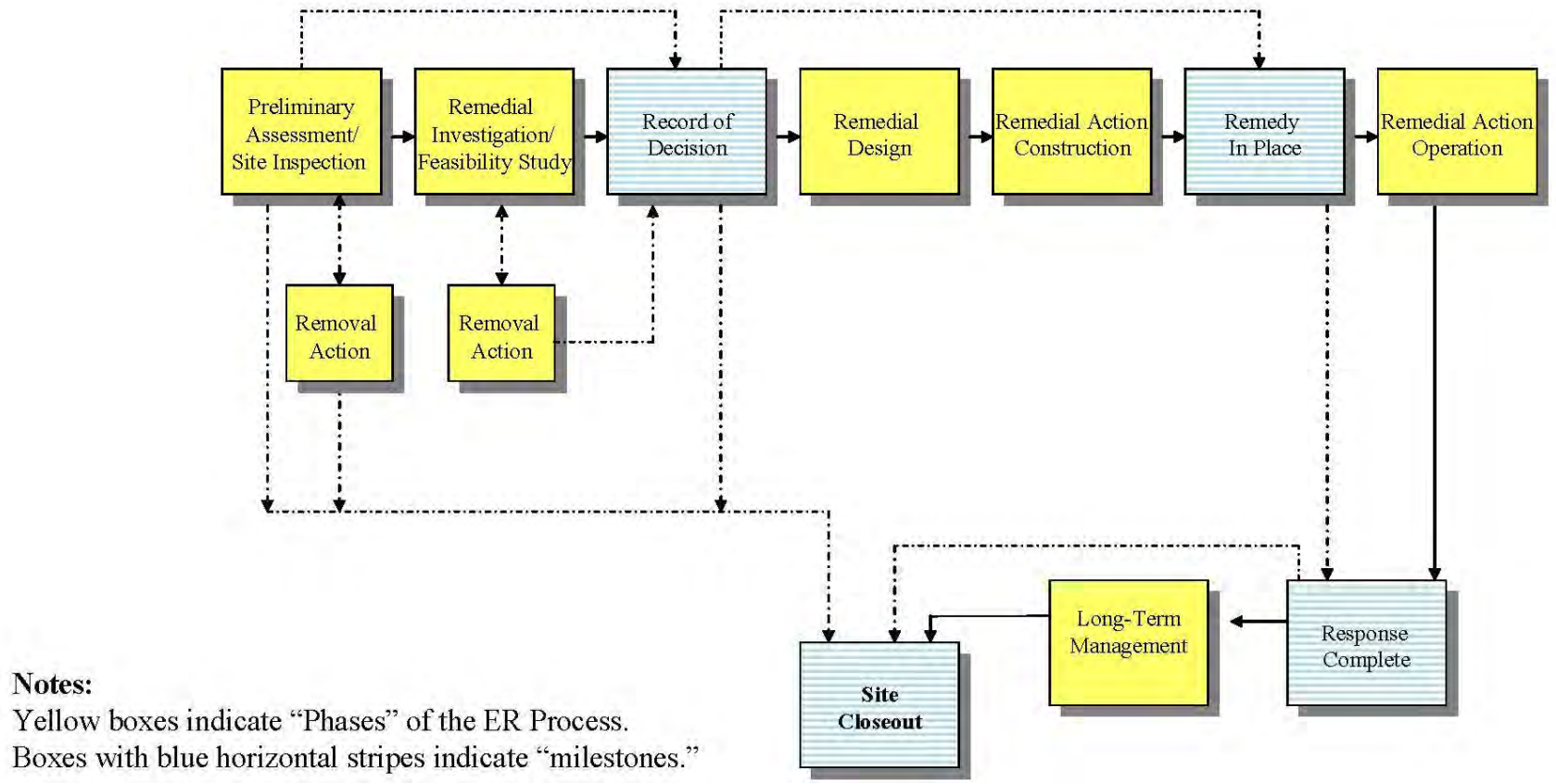
Scale in Feet

FIGURE 1
REGIONAL LOCATION

NAVSTA NEWPORT, RHODE ISLAND

Path: P:\Govt\Projects\NavyCLEAN AECOM-EnSafe JV\Newport\GIS\Projects\Sitewide\Community_Involvement_Plan\MXD\Fig_1_Regional_Location.mxd

FIGURE 2
Department of the Navy Environmental Restoration Process



Source: Department of the Navy, 2006

Legend

- Residential Area
- Surface Water
- Schools and Playgrounds
- Agricultural Area
- Water Supply Reservoir
- Recreational Area
- Active ERP Site

Prudence Island
Dyer Island
East Passage
Site 7
Site 24
Lower Melville Pond Fishing Access
Melville Ponds Campground
Upper Melville Pond Fishing Access
Site 10
Melville Elementary School
Weaver Cove
Weaver Cove Boat Ramp
Defense Hwy
Carr Point Recreation Area
Site 11
MRP Site 1
Site 22
Green Valley Country Club
Lawton Valley Reservoir (drinking water supply)
Site 12
Redwood Farms Playground
St. Mary's Pond Fishing Access
Portsmouth
St. Mary's Pond (drinking water supply)
Portsmouth Middle School
Simmon's Farm
Prescott Farm
NAVSTA Property Boundary
Site 13
Sisson Pond (drinking water supply)
VanHoff Nursery
Peckham Farm
Site 1
Cemetary
Open Space
Cousens Farm
Wanumetonomy Golf and Country Club
Oliphant School Playground
Site 17
Site 8
Route 114
Boulevard Nurseries
Gould Island
Jamestown
RIDEM Conservation Land
Middletown
Perry Farms
Public Works Department
Forest Ave Elementary School
Site 19
Newport National Golf Club
Newport Vineyards
Site 23
Coddington Cove
Site 4
Anchorage Playground
Nunes Farm
Coddington Hwy
Route 138
Gaudet Middle School/Recreational Fields
Middletown High School
Coasters Harbor
Site 9
Coddington Field
Sunset Hill
Newport
Coasters Harbor Island
Miantonomi Park
Pass Office
Pell School
Narragansett Bay
Route 138
Main Gate
Officer's Club
Third St Lot Park
Van Zandt Field
Coggeshall School Playground

IR/MRP Sites

Site	Site Name	Operable Unit
Site 1	McAllister Point Landfill	OU 1, OU 4
Site 4	Coddington Cove Rubble Fill Area (CCRF)	NA
Site 8	NUSC Disposal Area	OU 7
Site 9	Old Fire Fighting Training Area (OFFTA)	OU 3
Site 7	Tank Farm 1	OU 13
Site 10	Tank Farm 2	OU 14
Site 11	Tank Farm 3	OU 15
Site 12	Tank Farm 4	OU 11
Site 13	Tank Farm 5	OU 2
Site 17	Gould Island	OU 6
Site 19	Derecktor Shipyard	OU 5, OU 12
Site 22	Carr Point Storage Area	OU 10
MRP Site 1	Carr Point Shooting Range	OU 9
Site 23	Coddington Point Buried Debris Sites	OU 16
Site 24	DFSP Melville	TBD

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Project #:	60268619	

Map Location

N

0 1,200 2,400

Scale in Feet

FIGURE 2
COMMUNITY SETTING

NAVSTA NEWPORT, RHODE ISLAND

Path: P:\Govt\Projects\NavyCLEAN AECOM-EnSafe JV\Newport\GIS\Projects\Sitewide\Community_Involvement_Plan\MXD\Fig_3_Community_Setting.mxd

Appendix A

Site Descriptions

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 1 - McAllister Point Landfill	Central portion of NAVSTA Newport in Middleton, RI, along the western shoreline immediately adjacent to Narragansett Bay.	Operated as a sanitary landfill from 1955 until the mid-1970s, accepting wastes generated at the Naval complex, including waste from multiple operational areas (machine shops, ship repair, etc.), Navy housing areas (domestic refuse), and from the 55 ships that were home-ported at Newport prior to 1973. The materials disposed of at the landfill reportedly included spent acids, paints, solvents, waste oils (diesel, lubrication, and fuel), polychlorinated biphenyl (PCB)-contaminated transformer oil, domestic refuse, and construction debris. In the late 1950s or early 1960s, an incinerator was built at the landfill burning approximately 98 percent of the waste, with the resulting ash and unburned materials disposed of in the landfill. In 1970, the incinerator was closed due to the resultant air emissions and wastes were again disposed of directly into the landfill. Based on a review of aerial photographs of the site covering the period from 1965 through 1975, a change in the shape of the shoreline in the central portion of the site is evident, indicating filling of Narragansett Bay in this area. After disposal activities ceased in 1973, a three-foot thick covering of clay/silt was reportedly placed over the central portion of the landfill, and the site remained inactive.	Landfill waste at Site 1 was the source of contamination to soil, groundwater, sediment, and surface water.	A multi-media , low permeability cap was constructed as a source control measure for the landfill. The cap construction was completed in 1996, when the landfill was formally closed in compliance with a Consent Decree Agreement between the Navy and EPA. In 1996, landfill debris was discovered in the intertidal zone. In March 2000, a second ROD was issued that addressed marine sediments/management of migration. The selected remedy for marine sediment consisted of dredging contaminated sediment and debris from nearshore and offshore areas. Both of these remedies require long term monitoring.	Four Five-Year Reviews have been conducted that were completed in 1999, 2004, 2009, and 2014. The First Five-Year Review only included the source control remedy of capping the landfill. Subsequent Five-Year Reviews have included both remedies, the landfill capping and sediment dredging. The next Five-Year Review will be completed in December 2019. Five-year reviews of both remedies are required by statute because hazardous substances, pollutants, or contaminants remain on site that do not allow for unrestricted use and unlimited exposure. Landfill cover operation and maintenance is being conducted annually, and Long-term monitoring is ongoing.	The site is currently unoccupied.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 4 - Coddington Cove Rubber Fill Area (CCRF)	Newport, RI. Shoreward side of Coddington Highway, between the highway and the rail spur, south of the former Derecktor Shipyard area. A secure, fenced storage area is located directly north of the site and the Defense Automated Printing Service/Supply department (Building 47) is to the east. A navy housing development abuts the south and west boundary of the CCRF.	Used from 1978 until 1982 as an area for the disposal of rubble, concrete, asphalt, slate, wood, brush, and possibly small quantities of ash.	Fill materials are likely the source of contaminants in soil. Contaminants in surface water and sediment are likely the result of road runoff and storm drainage from the urban surroundings. Pesticides present at CCRF are likely a result of past spraying operations.	There have been no remedial actions under CERCLA at CCRF. The Study Area Screening Evaluation (SASE) phase was completed in 2016 and it determined that No Further Action (NFA) was required, as site groundwater will be incorporated into the adjacent Site 19 Derecktor Shipyard site.	In mid-2016, the team recognized that the adjacent Site 19 - Derecktor Shipyard - On-shore (OU12) exhibited similar groundwater impacts and is currently undergoing response actions for groundwater and other media. It was decided that these actions could be efficiently addressed by incorporating CCRF groundwater into the Site 19 groundwater LTM program. This decision is documented in the September 2016 ESD to the Site 19 ROD. Land use control (LUC) measures and Long-term Monitoring (LTM) for CCRF will be incorporated in remediation actions for Site 19.	The site is currently unoccupied.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 7 - Tank Farm 1	Northern portion of NAVSTA Newport in the Melville section of Portsmouth, RI, just north of Site 10 - Tank Farm 2.	Constructed in the early 1940s, Tank Farm 1 was in operation by the Navy between World War (WW) II and 1970, comprising of six 60,000-barrel USTs that were used for storage of diesel oil, fuel oil, jet fuel, 100-octane gasoline, and aviation fuel. Tank bottom sludge was placed in pits on the site. Approximately 6,000 gallons of these sludge were reportedly disposed of in this manner on the site. The Defense Energy Support Center (DESC) was licensed by the Navy to use the tank farm as part of Defense Fuel Support Point (DFSP) Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.	Releases of petroleum and other contaminants associated with former tank farm operations are the source of contamination to soil and groundwater. Specific to the CERCLA decision units, impacts to surface soil around transformer vaults 2 and 3 (DU 1-2 and DU 1-3) are attributed to releases/spills of PCB-containing oils and impacts to surface soil around the ethyl blending plant (DU 1-1) are likely attributed to former engine idling, operation of the heating system at the plant, use of lubricants, etc.	There have been no CERCLA remedial actions at Tank Farm 1. The majority of response actions have been conducted by DESC for petroleum-related impacts under the RIDEM UST regulations.	Permanent tank closure, infrastructure removal, investigations, and response actions are being planned by DESC under the RIDEM UST regulations. The Navy is monitoring DESC progress, and is implementing other investigations and/or response actions, as required, outside of the RIDEM UST regulations. Three CERCLA decision units have been identified as requiring remedial action, including DU 1-1 (soil impacts associated with the ethyl blending plant) and DU 1-2 and DU 1-3 (soil impacts associated with Transformer Vaults 2 and 3, respectively). The Navy revised the FS to include soil only, and defer further groundwater considerations to be part of a site-wide groundwater assessment. In addition, the Navy agreed to re-evaluate specific areas of concern at Tank Farm 1 (such as former sludge pits and oil/water separators) to ensure that no CERCLA releases remain outside the context of DESC's investigations and response actions for petroleum impacts under the RIDEM UST regulations. A ROD for DU 1-1, DU 1-2, and DU 1-3 was signed in September 2016. In addtion to this ROD, there are other areas and media that may require CERCLA action as described above and if required, a site-wide Tank Farm 1 ROD would be prepared to address any additional areas requiring a CERCLA response.	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 8 - Naval Undersea Systems Center (NUSC) Disposal Area	Middleton, RI; along the northern boundary of the Naval Undersea Warfare Center (NUWC) grounds within NAVSTA Newport. Includes two streams, associated wetlands, and a small pond.	The Navy developed the site in the early 1950s to be used as fill and storage areas. Disposal of rubble and inert materials include: scrap lumber, tires, wire, cable, and empty paint cans.	Former materials disposal, storage, and potential releases associated with former NUSC operations at Site 8 were the likely sources of potential contamination to soil, groundwater, sediment, and surface water.	Limited removal actions occurred at the site in 2005 and 2006: paint cans and metal debris were excavated from an area adjacent to one of the streams and drums in various stages of decay, some containing a tar-like substance, were found and removed. Remaing soil Remedial Action completion activities will include additional grading, providing additional fill as needed, paving of the WMA/PSA and seeding of the soil cover system. These actions will occur once dredging activities are completed in late 2018. Remedial design of the groundwater and sediment components of the remedy is underway and the Final Remedial Design is expected in October 2016 which will include the results of a pre-design field investigation effort.	The selected remedy in the July 2012 ROD included excavation and off-site disposal of impacted soil (e.g., soil exceeding RIDEM leachability standards); construction of a soil cover over the remaining area of unpaved soils where chemical of concern concentrations exceed industrial cleanup goals; maintenance of the existing paved area as a Waste Management Area; in-situ treatment of the most contaminated portions of groundwater using either enhanced bioremediation or chemical oxidation, as to be determined through pre-design studies; MNA of the residual groundwater plume; excavation and off-site disposal of sediment in Deerfield Pond and Deerfield Creek; implementation of land use controls to ensure that future use of the property is limited to industrial activities, to ensure that the soil cover and subsurface soils are not disturbed without appropriate safety precautions, and to prohibit groundwater use until cleanup goals area achieved; and LTM of groundwater and inspection/maintenance of the soil/asphalt cover system. Remedial design of the groundwater and sediment components of the remedy is underway. On-site construction of the soil remedy is in progress. An ESD was issued in December 2014 to add ARARs pertaining to asbestos due to the identification of friable asbestos insulation during excavation in three target areas in March 2014, which was not anticipated. A Final Soil Remedial Action Work Plan was issued in July 2015.	Currently there is a paved secured storage area and open storage area, a research facility (Building 179 Area), as well as open fields and brush covered areas.	Resolution Consultants, FY2017 Site Management Plan, September 2016

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Site 9 - Old Fire Fighting Training Area	Located at the northern end of Coaster's Harbor Island, adjacent to Narragansett Bay, in Newport, RI.	The fire fighting training area was constructed in 1944 to train Navy personnel in fighting ship-board fires. Waste oils were used to train personnel in fire fighting operations. Several buildings were present to simulate ship compartments; these buildings, with several burning pits and paved areas, served as the principal areas of activity. The fire fighting training facility was closed in 1972. Upon closure, the training structures were demolished and buried in three mounds on the site with the entire area then covered with topsoil. The three soil mounds were the primary site features before they were removed in 2005. One approximately 20 foot high mound was located in the center of the site; the other two, approximately 5 to 6 feet high, were located on the western portion of the site. The old fire fighting training area north of Taylor Drive was converted to a recreational area known as "Katy Field", with a playground, a picnic area with an open pavilion and barbecue grills, and a baseball field following the demolition activities in the early 1970s. The area was used for a variety of recreational activities between 1976 and 1998. A child day care center was also in operation in Building 144 at the site until 1994 when it was relocated to a larger facility on base. Building 144 was demolished in 2009. The area south of Taylor Drive (previously the SWOS site – Site 20), was the location of the former Brig facility, which served as the Correctional Center from its construction in 1951 until its demolition in 1996. Prior to 1951, this portion of the site was undeveloped. This area was added to the OFFTA site when it was discovered that subsurface soil contamination at the sites was similar and contiguous.	Past activities associated with fire-fighting training including the release of burned and unburned oils and other fuels, as well as fill materials at Site 9 were the likely sources of contamination to soil, groundwater, and sediment.	As part of a three phase removal action, the first phase, conducted from September 2004 to March 2005, removed soil and debris in the three mounds. The second removal action resulted in excavation of hot spot contamination in the subsurface, as well as former drainage piping, a large oil-water separator, and exploratory excavations around remaining building foundations. The third phase consisted of the construction of a replacement stone revetment, which construction was initiated in January 2010. Due to the discovery of asbestos-containing materials in soil, the construction work had a hiatus from September 2010 through July 2011 and then resumed from August 2011 through December 2011 under ACM conditions. Remedial construction is complete and a Remedial Action Construction Report (RACR) was finalized on September 19, 2014. The Long-Term Management Plan for the site was finalized in September 2014 and the baseline round of LTM field activities began in the fall of 2014. The Final Remedial Action Management and Monitoring Report was issued in March 2016.	The selected remedy in the September 2010 ROD included covering of contaminated soil with geotextile-line soil in grassy areas and asphalt/concrete in other areas; long-term O&M of the replacement stone revetment to prevent soil erosion at the shoreline; land use controls to restrict residential uses and ensure that the soil cover and subsurface soils are not disturbed without appropriate safety precautions; and implementation of groundwater use restrictions and a long-term monitoring program. The Fourth Five-Year Review for NAVSTA Newport concluded that the remedy for Site 9 is protective of human health and the environment, but identified a recommendation to evaluate whether aqueous fire fighting foams (AFFF) were used at the site and whether there was a potential release of perfluorinated chemicals (PFCs), which are emerging contaminants. If the assessment indicates that AFFF was used at the site, a sampling plan will be developed to assess the presence/absence of PFCs. The initial assessment is currently being conducted.	The site currently consists of parking areas for a new fitness facility that was constructed just south of the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 10 - Tank Farm 2	Northern portion of NAVSTA Newport in the Melville section of Portsmouth, RI, just south of Site 7 - Tank Farm 1.	Constructed in the early 1940s and used by the Navy between WWII and 1970. Eleven 60,000-barrel USTs were used for fuel storage. Approximately 100,000-175,000 gallons of tank bottom sludge were disposed in pits on site. DESC was licensed by the Navy to use the tank farm as part of DFSP Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.	Releases of petroleum and other contaminants associated with former tank farm operations at Site 10 are the source of potential contamination to soil and groundwater.	There have been no remedial actions under CERCLA at Tank Farm 2. DESC has conducted response actions under RIDEM UST regulations. Several areas of concern were addressed by excavation of impacted soil. Soil above RIDEM Industrial/Commercial Direct Exposure Criteria was successfully excavated with the exception of soil contamination not associated with DESC operations.	Site and tank closure has not been granted by RIDEM. Steps toward closeout of the petroleum release areas not addressed by DESC are being discussed with DESC. Other potential areas of concern identified by RIDEM require evaluation and discussion with RIDEM to determine if any investigation is warranted. A Data Gaps Assessment has been completed for areas of concern identified as having potential CERCLA-regulated contamination Subesequently, a Feasibility Study was completed in September 2016 for soil at those areas determined to have potential risks warranting remedial action (designated Decision Units 2-1 and 2-2). With the finalization of the Soil FS report for DU 2-1 and 2-2, the decision has been made to defer remedy selection for these areas to a future tank farm-wide Proposed Plan and ROD.	Vacant. A fence around the tank farm area restricts access to the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 11 - Tank Farm 3	Melville section of Portsmouth, RI. Lawton Brook and adjacent wetlands are located to the northeast and Defense Highway is located to the northwest, beyond which lies Narragansett Bay.	Constructed in the early 1940s and used by the Navy between WWII and 1970. Seven 60,000-barrel USTs were used for fuel storage. Tank bottom sludge was disposed of in burning chambers, which were constructed of steel sides and sand bottoms. DESC was licensed by the Navy to use the tank farm as part of DFSP Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.	Releases of petroleum and other contaminants associated with former tank farm operations at Site 11 are the source of potential contamination to soil, groundwater, and sediment.	There have been no remedial actions under CERCLA at Tank Farm 3. DESC has conducted response actions under RIDEM UST regulations. Several areas of concern were addressed, with excavations in an effort to remediate soil to levels below RIDEM ICDEC and, if possible, below Residential Direct Exposure Criteria (RDEC). Contaminated soil remaining above ICDEC and RDEC levels was determined to be caused by activities other than DESC operations. To that extent, this effort remediated contamination caused by the DESC activities from 1974 to 1998.	Tank and site closure has not been granted by RIDEM. Steps toward closeout of the petroleum release areas not addressed by DESC are being discussed with DESC. Other potential areas of concern identified by RIDEM require evaluation and discussion with RIDEM to determine if any investigation is warranted. A Data Gaps Assessment has been completed for areas of concern identified as having potential CERCLA-regulated contamination. Subsequently, a Feasibility Study was completed in September 2016 for soil at those areas determined to have potential risks warranting remedial action (designated DU 3-1, 3-2, and 3-3). The Navy plans to conduct further characterization of potential sediment impacts associated with DU 3-1 and the Navy will then complete as separate FS for sediment, if needed. Groundwater results also identified potential contamination; however, the Navy plans to conduct future investigation and/or response actions for groundwater, to be addressed as-needed on a site-wide basis. With the finalization of the Soil FS report DU 3-1, 3-2, and 3-3, the decision has been made to defer remedy selection for these areas to a future tank farm-wide Proposed Plan and ROD.	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 12 - Tank Farm 4	Located in the Melville South portion of Portsmouth, RI. Bordered by Defense Highway to the west, beyond which lies Site 22 - Carr Point Storage Area, MRP Site 1 Carr Point Shooting Range, and Narragansett Bay. Normans Brook crosses the western corner of the site and flows off the site and into Narragansett Bay.	The tank farm was constructed in the early 1940s and used between WWII and 1970. Twelve 60,000-barrel USTs were used for fuel storage. It was speculated in the IAS that tank bottom sludge may have been disposed of on site. All tanks in Tank Farm 4 were cleaned and ballasted between 1994 and 1997 and were demolished between 1997 and 1998 as part of UST closure activities conducted by the Navy under RIDEM UST regulations.	Releases of petroleum and other contaminants associated with former tank farm operations at Site 12 are the source of potential contamination to soil and groundwater. Specific to CERCLA Decision Unit 4-1, a former sludge burning chamber and disposal area were the likely source of contamination to soil and groundwater.	In addition to the tank demolition activities of 1997 and 1998, test pits were dug around the perimeter of each tank and a composite soil sample analyzed to ensure no contamination was present. A 15-foot layer of sand was placed into the bottom of each tank and each tank roof was imploded individually. The demolition objective was to collapse and separate the tank roof from the tank walls while maintaining the basic structural integrity of the tank floor and side walls. Following tank demolition, each tank site was backfilled with clean borrow material. On-site construction of the soil component of the DU 4-1 remedy is underway.	In October 2004, the Navy began field work on an SI to fully characterize the entire site under the ERP. No evidence of former sludge pits was found during the SI. Other areas within the tank farm that were impacted through burning sludge and disposal of burned sludge through concrete chambers and oil water separators to on site wetlands are being addressed under the ERP/CERCLA. Areas impacted by petroleum will be closed out through Corrective Action Plans and closure assessment reports as appropriate under RIDEM UST regulations. The selected remedy for DU 4-1 in the September 2013 ROD included excavation, backfill, and offsite disposal of selected soil from two target areas along with the investigation and potential offsite disposal of wastes and soils from two additional target areas; monitored natural attenuation (MNA) of metals in groundwater; and implementation of land use controls to ensure that future use of the property is limited to industrial activities, to ensure that subsurface soils containing constituents at concentrations that are above cleanup goals are not disturbed without appropriate safety precautions and that at least two feet of clean soil are maintained and ensured through inspections to prevent exposure, and to prohibit groundwater use until cleanup goals are achieved. A soil PDI has been completed and was incorporated into the final Soil RD which was completed in February 2015. As also required by the ROD, a final LUC RD was completed in April 2014 and the Groundwater LTM commenced in March 2016. The soil excavation work is underway. Annual LUC inspections will be conducted and the five-year review will evaluate the implementation and performance of the RA to determine if the remedy is/will be protective of human health and the environment. The Navy is proceeding with expanding the investigation site-wide by initiating a site-wide groundwater assessment and evaluation of the AOCs identified at Tank Farm 4. It is anticipated that a Proposed Plan and ROD will be completed for the entire tank farm and will encompass all media.	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 13 - Tank Farm 5	North-central part of NAVSTA Newport, in Middletown, RI. Bordered by Defense Highway to the west, beyond which lies Narragansett Bay, a wooded area and cemetery to the south, and Green Lane to the northeast. Gomes Brook transects the northern portion of the tank farm.	Constructed in the early 1940s, this tank farm was used between WWII and 1970 for fuel oil storage. Tank Farm 5 was composed of eleven 60,000-barrel USTs, numbered 49 through 59, that were used for fuel storage. Tank bottom sludge were burned on the site. Approximately 10,000-175,000 gallons of oily sludge were disposed on site. In 1975, as part of an oil recovery program, the Navy began using Tanks 53 and 56 to store used oil for alternate use as a heating fuel oil. The waste oil became regulated by RCRA in 1980. In 1982, RIDEM adopted hazardous waste regulations that were applicable to the waste oils stored in Tanks 53 and 56. Subsequent sampling of the waste oils in 1983 indicated that the oil and sludge layers were considered hazardous due to elevated concentrations of lead. Also, the water phase was found to contain dissolved hydrocarbon compounds. In 1984, the Navy decided to discontinue use of Tanks 53 and 56. In 1985, results of a groundwater sampling round using monitoring wells located within the Tank 53 ring drain indicated the presence of chlorinated and aromatic hydrocarbon compounds. In September 1985, RIDEM issued NAVSTA Newport a Hazardous Waste Facility Permit for Tanks 53 and 56, which included a stipulation to remove the contents and close the tanks in accordance with federal hazardous waste regulations and RIDEM requirements applicable for USTs used for oil and hazardous substance storage. Further investigations conducted in 1986 confirmed the presence of VOCs in the Tank 53 ring drain. Lower concentrations of VOCs were detected in groundwater up to 150 feet downgradient of Tank 53. In January 1990, oil was observed overflowing from the tank gauging chamber and onto the ground as a result of surface water entering the tank through cracks in the tank roof. The Navy took immediate action to lower the level in the tank to prevent further overflow. RIDEM issued an Immediate Compliance Order, which required that the Navy remove the contents of the tank, begin remediation of contaminated groundwater and soils surrounding the tank, and initiate an investigation to determine the extent of oil contamination in the vicinity of Tank 53. In 1992, pursuant to the Immediate Compliance Order, the Navy completed the removal of sludge, oil, and water from the tank, and cleaned the interior surfaces of the tank.	Releases of petroleum, waste oils, and other contaminants associated with former tank farm operations at Site 12 are the source of potential contamination to soil, sediment, groundwater, and surface water. Specific to CERCLA Decision Unit 5-1, water from a former oil-water separator was discharged to Gomes Brook and the associated wetland and that along with petroleum releases to the ground may have caused reducing conditions that are the likely source of contamination to soil and groundwater.	Tanks 53 and 56 stored waste oils and were addressed through an interim remedial action, while the other tanks at Tank Farm 5 have been investigated separately because they were used exclusively for the storage of virgin fuel oils. The interim remedial action consisted of groundwater extraction, treatment, and discharge and operated for two years prior to shut down in December 1996. Five rounds of groundwater sampling conducted after the treatment system was shut down confirmed that the remedial action was successful. As a result the treatment system was dismantled in October 2008. During this time period (1995 to 1996), the Navy also conducted a source removal action at Tank 53. Although source control was not part of the Interim Action ROD, the Navy removed contaminated soil surrounding Tank 53 and reconstructed the ring drain with clean materials. The tanks were cleaned and ballasted between 1994 and 1997 and demolished in 1998 and 1999.	An Interim Action ROD was issued in 1992 and selected a remedy consisting of groundwater extraction, treatment, and discharge in the area of Tanks 53 and 56 at the site. Four Five-Year Reviews have been conducted that were completed in 1999, 2004, 2009, and 2014. The Four Five-Year Review indicated that the interim remedial action for Tanks 53 and 56 should be considered “Remedy Complete” and that a No Further Action decision document should be prepared. In December 2013, a ROD was issued for Decision Unit 5-1 at the site and the selected remedy included a permeable soil cover to isolate contaminated surface soils, groundwater LTM and MNA, and land use controls to ensure that future use of the property is limited to industrial activities, to prevent disturbance of the soil cover, assure that subsurface soils that are above RGs are not disturbed without appropriate precautions, restrict exposure to COC in groundwater, and prohibit groundwater use until groundwater remedial goals are met. Remedial design of the soil cover has been completed and on-site construction is expected to occur during 2016. Planning for groundwater MNA monitoring is underway and the first round of monitoring is anticipated for 2016. The Navy is proceeding with expanding the investigation site-wide by initiating a site-wide groundwater assessment and evaluation of the AOCs identified at Tank Farm 5. It is anticipated that a Proposed Plan and ROD will be completed for the entire tank farm and will encompass all media.	The site is generally inactive. Activities are limited to general industrial uses (i.e. temporary storage) and deer hunting under a NAVSTA Newport Bow Hunting program during a portion of the year. Partial fencing around the tank farm area restricts access to the site.	Resolution Consultants, FY2017 Site Management Plan, September 2016

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 17 - Gould Island	Located at the northern end of Gould Island around former Building 32. Gould Island lies between Aquidneck and Conanicut Islands, about 1.5 miles from the NAVSTA Newport shoreline in the town of Jamestown, RI.	Electroplating and degreasing operations were performed in Building 32 during the mid-1940s, when it was used to service and store torpedoes. Wastes generated from the electroplating and degreasing operations included muriatic acid, chromic acid, copper cyanide, sodium cyanide, sodium hydroxide, nickel sulfate, Anodex cleaner, and degreasing solvents .	Wastes associated with former torpedo overhaul operations at Site 17 were the source of potential contamination to soil, groundwater, sediment, and surface water.	A waste inventory and sampling report characterized waste materials present in Building 32. Liquid samples collected in 1992 from the Electroplating Shop area, revealed elevated levels of cadmium and organic chemicals. As a result, in 1992, the Navy initiated a removal action to dispose of liquid and semi-liquid wastes from the plating shop area. In 1997, the Navy performed UST removal and closure actions near Building 32. Building 32 was demolished in 2001 to the slab elevation, along with other unused buildings at Gould Island due to the deteriorated condition of the structure and the potential safety threat it caused. PCB contamination was found in some of the concrete floors and soils of the transformer vaults and the switch house following the demolition. Remedial activities to remove PCB-contaminated soil and concrete were completed in 2002. Based on sampling results, materials were disposed off-site as Toxic Substances Control Act (TSCA)-regulated waste. Confirmatory samples were collected and the remediation activities were completed in September 2003.	The selected remedy for this site, as outlined in the June 2014 ROD, includes soil excavation and off-site disposal; dredging and off-site disposal of marine sediment in the Stillwater Area; limited sediment monitoring at the Northeast Shoreline of the island; MNA of groundwater contaminants; and LUCs to restrict future use of the property to industrial activities and to prohibit groundwater use until groundwater cleanup levels are achieved. A LUC RD was finalized in March 2015. The RD for the soil component of the remedy was finalized in July 2015 and the soil RA is currently in progress. During implementation of the RA in mid-2016, the extent of debris requiring removal from Area 2 was larger than anticipated in the ROD. As such, the team prepared an ESD in September 2016 to document that change. A PDI for sediment was conducted in the fall of 2014 and the results are to be incorporated into the sediment RD. The sediment RD is expected to be finalized in the fall of 2016.	The Navy-owned portion of Gould Island where Site 17 is located is not currently being used other than a part time testing operation at Building 35.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 19 - Derecktor Shipyard - On Shore	Located at Coddington Cove in the central portion of NAVSTA Newport and occupies land within both Middletown and Newport. The On-Shore Derecktor Shipyard is bounded to the east and south by Defense Highway, to the north by Pier 2, and to the west by Narragansett Bay (including Site 19 – Off-shore Derecktor Shipyard.	Used by the Navy until the military realignment program in 1973. In 1979, the Navy leased the 41-acre site to the RI Port Authority and Economic Development Corporation, which issued a sublease to Robert E. Derecktor Shipyards of Rhode Island, Inc. From 1979 to 1992, Derecktor Inc. used the site to construct, repair, and maintain private and military ships. These operations generated sand blast grit, paint and other ship manufacturing waste.	Chemicals and wastes produced by historic shipyard activities at Site 19 were the likely source of contamination to soil and groundwater.	Several removal actions have been conducted at the site. Following a Preliminary Assessment by the Navy in May 1993, the Navy completed a series of short-term actions on shore, including removing contaminant-filled drums and containers, removing sandblast grit, excavating and removing storage tanks, locating drain systems, cleaning interiors of buildings. After an SASE was completed in June 1997, the Navy continued its onshore restorations by removing a berm containing construction debris and soil, removing soil hot spots, removing an underground septic vault, and demolition of some of the deteriorating buildings. There have been no remedial actions under CERCLA at Derecktor Shipyard.	The ROD for Derecktor Shipyard - On Shore (OU12) was issued in September 2014. The selected remedy includes additional pre-RD soil sampling to assess potential site contamination within the Northern Area that may have resulted from construction activities; short-term protective measures to restrict exposure to ACM in debris/soil and potentially contaminated sediment until removed from the site (containment, management of erosion, and storm water runoff); maintenance or rehabilitation of existing cover material or installation and maintenance of a new 6-inch thick soil cover; MNA groundwater monitoring; and LUCs and O&M to ensure that future use is limited to industrial activities and to protect the components of the soil and groundwater remedies. Additionally, short-term LUCs were implemented for the Northern Area, which include maintenance of the existing fencing and restriction of unauthorized excavation of soils in the Northern Area. The soil RD has been completed and on-site construction of the soil component of the remedy is being delayed until off-shore remediation is completed. A land use control RD (on-shore and off-shore combined) is being finalized and planning for groundwater MNA monitoring is underway. In mid-2016, the team recognized that the adjacent Site 4, Coddington Cove Rubble Fill Area (CCRF) exhibited similar groundwater impacts that could be efficiently addressed by incorporating Site 4 groundwater into the Site 19 groundwater LTM program. Land use control (LUC) measures and Long-term Monitoring (LTM) for CCRF will be incorporated into remediation activities for Site 19. In September 2016, the Navy finalized the ESD to expand the Site 19 groundwater response actions to integrate the Site 4 area. The Navy is also preparing a revised Site 19 LUC RD and LTM Plan to incorporate the additional area.	The site consists of undeveloped areas, relic foundations of former buildings, parking areas, storage areas utilized by the U.S. Coast Guard for buoy maintenance, one major building (Building 6), and on-going construction and improvement projects.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 19 - Derecktor Shipyard - Off Shore	Located at Coddington Cove in the central portion of NAVSTA Newport and occupies land within both Middletown and Newport. The eastern shoreline of Coddington Cove, along and north of the Former Derecktor Shipyard property, is approximately 3,200 feet long.	Used by the Navy until the military realignment program in 1973. In 1979, the Navy leased the 41-acre site to the RI Port Authority and Economic Development Corporation, which issued a sublease to Robert E. Derecktor Shipyards of Rhode Island, Inc. From 1979 to 1992, Derecktor Inc. used the site to construct, repair, and maintain private and military ships. These operations generated sand blast grit, paint and other ship manufacturing waste.	Chemicals and wastes produced by historic shipyard activities at Site 19 were the likely source of contamination to marine sediment.	There have been no remedial actions under CERCLA at Derecktor Shipyard. Prior removal actions were limited to the on-shore portion of Derecktor Shipyard as described above.	The ROD, completed in September 2014, includes the selected remedy as follows: additional pre-RD sediment sampling to assess the contaminant re-distribution resulting from disruption of the sea floor by recent construction activities and within the footprint of the recently departed ex-Saratoga; dredging and off-site disposal of sediment at target open water areas with confirmation sampling; installation of a 1-foot thick engineered sand/gravel cap at the sub-pier area with monitoring of the capped area; and implementation of LUCs including 1) short-term LUCs to notify the public that shellfish should not be taken from the OU until the dredging and capping are completed 2) permanent LUCs prohibiting unauthorized disturbance of the cap and to minimize the potential for exposure to asbestos potentially present in dredged sediment through development of documented precautionary measures and safe work practices. The sediment RD has been completed and the RA will be conducted next. The land use control RD (on-shore and off-shore combined) is being implemented.	The current site use is as an industrial port.	Resolution Consultants, FY2017 Site Management Plan, September 2016

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 22 - Carr Point Storage Area	Located in the Melville South portion of Portsmouth, RI. The Site is bounded on the west by the Narragansett Bay, on the north by picnic grounds, on the east by railroad tracks, and on the south by Gomes Brook. To the east of the railroad tracks are Defense Highway and the former Tank Farm 4, which is located upgradient of the Site.	A portion of Carr Point was formerly a recreational skeet-shooting range. From 1967 to 1973 the former Carr Point Shooting Range was used by Navy personnel and from 1975 to 1989 the facility was used by the Aquidneck Island Military Rod and Gun Club. Small arms (i.e., shotguns) were discharged at moving targets (i.e., clay pigeons) over Narragansett Bay. Prior to being used as a shooting range, the southwest area of Carr Point was reportedly used for materials and drum storage. In addition, two drain pits and an oil-water separator were historically present at the Site. Portions of the site have also been used as parking areas and fill areas. Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Buildings that historically existed at the site included Building 187 (Fire House), Building 212 (Storage), Building 213 (Fire Auxiliary Headquarters), and Building 233 (Club House). Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Releases associated with former materials and drum storage and PCB handling at Site 22 were the likely sources of contamination to soil, groundwater, and sediment.	There have been no remedial actions under CERCLA at Site 22	The RI Report was finalized in September 2015 and work has begun on the FS. Implementation of a soil and groundwater PDI will be initiated. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 23 - Coddington Point Buried Debris Areas	Coddington Point is a peninsula approximately 153 acres in total size located within a coastal portion of NAVSTA Newport, in Newport, RI. Coddington Cove is located to the north and Coasters Harbor and Coasters Harbor Island are located to the south.	Coddington Point was purchased by the Navy in 1918, and much of the base organization was transferred to Coddington Point. During World War I, military personnel were housed in tents on Coddington Point. In 1923, approximately 200 buildings, which were part of the emergency war camps established on Coddington Point, were stripped and sold for scrap. Between 1942 and 1943, numerous barracks were constructed on the northern portion of Coddington Point. These barracks were subsequently demolished in the mid/late 1960s to early1970s. It was reportedly not an uncommon construction practice to utilize solid debris as fill at the time of the building demolition. During various recent construction activities starting in the late 2000s on the northern portions of Coddington Point, areas of buried construction and/or demolition debris, including ACM have been encountered in soil. A Navy report entitled Sites of Known Buried ACM Rubble was prepared to outline construction projects at which demolition debris and the associated ACM was encountered. This report summarized the nature of ACM and provided the previous and ongoing management practices taken by the Navy to manage and dispose of the ACM encountered during these project constructions at which buried C&D debris with found during excavation activities.	Buried construction debris and potential ACM at Site 23 was the source of potential contamination to soil.	There have been no remedial actions under CERCLA at Coddington Point.	An RI Report was finalized in May 2016. Planning is underway for a supplemental field investigation and at the same time, work is beginning on the FS for the site. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	The Coddington Point area is currently used for a variety of Navy operations, training, recreation, and educational purposes. The area includes several buildings, paved roads and parking, vegetative surfaces, and recreational fields.	Resolution Consultants, FY2017 Site Management Plan, September 2016
MRP Site 1 - Carr Point Shooting Range	Located in the Melville South portion of Portsmouth, RI. The Site is bounded on the west by the Narragansett Bay, on the north by picnic grounds, on the east by railroad tracks, and on the south by Gomes Brook. To the east of the railroad tracks are Defense Highway and the former Tank Farm 4, which is located upgradient of the Site.	A portion of Carr Point was formerly a recreational skeet-shooting range. From 1967 to 1973 the former Carr Point Shooting Range was used by Navy personnel and from 1975 to 1989 the facility was used by the Aquidneck Island Military Rod and Gun Club. Small arms (i.e., shotguns) were discharged at moving targets (i.e., clay pigeons) over Narragansett Bay. Prior to being used as a shooting range, the southwest area of Carr Point was reportedly used for materials and drum storage. In addition, two drain pits and an oil-water separator were historically present at the Site. Portions of the site have also been used as parking areas and fill areas. Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Buildings that historically existed at the site included Building 187 (Fire House), Building 212 (Storage), Building 213 (Fire Auxiliary Headquarters), and Building 233 (Club House). Only Building 233 remains on the site today and has been converted to office and storage space for the RV park. While used as a shooting range, lead shots were fired toward the water from three firing points located along the west side of the site – one firing point at the northern end of the range, a second at the southern end, and a third in between. According to the WAMS report, MC associated with skeet shooting could potentially include "lead, lead styphnate/lead azide, antimony, arsenic, copper, tin, zinc, iron, and PAHs associated with clay targets.	Targets, ammunition, shells, and casings from the former shooting range operation at MRP Site 1 were the sources of potential contamination to soil and sediment.	An interim removal action was completed for MRP Site 1 based on the presence of carcinogenic polycyclic aromatic hydrocarbons (cPAHs) in the near-shore soils and proximity to Narragansett Bay. In 2012, a non-time critical removal action was initiated to excavate and remove contaminated source soil from the RV/Camping Area as an interim measure to allow seasonal, restricted recreational use of the RV/Camping Area before a permanent solution can be put in place. Soil excavation was completed in September 2014.	An RI Report was finalized in May 2015. Planning is underway for a supplemental field investigation and at the same time, the FS is being prepared for the site. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Resolution Consultants, FY2017 Site Management Plan, September 2016
Site 24 - Defense Fuel Supply Point (DFSP) - Melville	DFSP - Melville is a 34-acre property located in Portsmouth, RI. The Site is bounded on the east by Tank farm 1 and bounded on the west by the Narragansett Bay.	This site was recently added to the NAVSTA Newport ERP and is beginning the Remedial Investigation/Feaseability Study process.					

Appendix B

Survey Questionnaire

Naval Station Newport Community Involvement Plan Questionnaire

Thank you in advance for completing this questionnaire! The Navy will use the survey results to assess community knowledge and interest in the Navy's Environmental Restoration Program at Naval Station Newport and to update the Navy's Community Involvement Plan. Please note that names of individuals, if provided below, will be protected and not included in the Community Involvement Plan.

1. What is your primary source of local news? (circle one)
    - Print Newspaper
    - Internet News Source
    - Social Media
    - Television
    - Radio
2. Did you know the Navy has an Environmental Restoration Program (ERP) that manages the investigation and clean-up of environmentally-impacted, historical disposal sites at Navy installations?
    - Yes
    - No
3. Are you aware there is a Restoration Advisory Board (RAB) where representatives from the Navy, USEPA, and Rhode Island Department of Environmental Management meet with the public every other month to provide updates on the ERP?
    - Yes
    - No
4. Are you aware that the Navy periodically holds other public meetings to solicit public input on upcoming ERP cleanup decisions at NAVSTA Newport?
    - Yes
    - No

5. Have you ever attended a RAB or other public meeting?
    - Yes
    - No

    a. If No, why haven't you attended a RAB meeting? (circle one)
        - o Not aware
        - o Inconvenient Time
        - o Inconvenient Location
        - o Not interested

6. Typically, what would be the best time for you (day of week and time of day) to attend a RAB or other public meeting (please check those that apply)?

	Monday	Tuesday	Wednesday	Thursday	Friday
10 am -12 pm					
1-3 pm					
3-5 pm					
5-7 pm					
7-9 pm					

7. Are you aware the Navy places ERP documents that require public review in the Jamestown, Middletown, Newport, and Portsmouth Public Libraries?
    - Yes
    - No

8. Have you ever reviewed ERP documents placed in the Jamestown, Middletown, Newport, or Portsmouth Public Libraries?

    - Yes
    - No

        o

    a. If No, check all the reasons that apply: (circle one)
        - o Not aware
        - o Inconvenient Location
        - o Not interested

9. Are you aware there is a Navy contact (i.e., Public Affairs Officer; 401-841-3538; 690 Peary Street, Newport) who may be contacted for information regarding the ERP?

    - Yes
    - No

10. Have you ever seen an ERP public notice in The Newport Daily News informing the public of upcoming RAB or other public meetings or soliciting review of documents placed in the local public libraries?

    - Yes
    - No

11. Are you aware there are ERP public websites for NAVSTA Newport (http://www.rabnewportri.org and http://go.usa.gov/DyNw)?

    - Yes
    - No

12. Where would be the best way(s) to communicate ERP information (i.e. meeting time/dates, environmental fact sheets, etc.)? (circle the top three options)

    - The Newport Daily News
    - Naval Station Newport Facebook or Twitter pages
    - Notice in local town/city halls
    - Notice in local public libraries
    - Navy and/or Restoration Advisory Board Website
    - Other (please specify)

13. On a scale of 1 to 5, with 5 being Excellent and 1 being Poor, how would you rank the Navy's communication with the community regarding ERP site investigation and cleanup at NAVSTA Newport? (circle one)

    - 1
    - 2
    - 3
    - 4
    - 5
    - No opinion

14. On a scale of 1 to 5, with 5 being a lot of confidence and 1 being no confidence, how would you rank your confidence in the Navy's ability to investigate and cleanup contaminated sites at NAVSTA Newport? (circle one)

    - 1
    - 2
    - 3
    - 4
    - 5
    - No opinion

15. Do you have any concerns regarding environmental site investigation and cleanup at NAVSTA Newport?

    - Yes
    - No

    a. If Yes, in what ways are you concerned?
        - Impacts to your health
        - Impacts to others' health
        - Impacts to wildlife
        - Impacts to surface water bodies
        - Other (please specify)

16. Would you like to join the ERP e-mail or mailing list?

    - Yes
    - No

17. Would you like to be contacted about attending a Restoration Advisory Board meeting?

    - Yes
    - No

18. If you answered yes that you would like to join the ERP e-mail or mailing list and/or be contacted about attending a Restoration Advisory Board meeting, please provide your contact information below.

    Note: Optional and not to be distributed by the Navy.

    Name: _____

    Address: _____

    Phone: _____

    Email: _____

Appendix C

Survey Results

Question	Responses N=110	
	Number	Percentage
1. What is your primary source of local news? (circle one)		
Print Newspaper	51	44%
Internet News Source	30	26%
Social Media	8	7%
Television	17	15%
Radio	10	9%
2. Did you know the Navy has an Environmental Restoration Program (ERP) that manages the investigation and clean-up of environmentally-impacted, historical disposal sites at Navy installations?		
Yes	73	64%
No	41	36%
3. Are you aware there is a Restoration Advisory Board (RAB) where representatives from the Navy, USEPA, and Rhode Island Department of Environmental Management meet with the public every other month to provide updates on the ERP?		
Yes	39	34%
No	75	66%
4. Are you aware that the Navy periodically holds other public meetings to solicit public input on upcoming ERP cleanup decisions at NAVSTA Newport?		
Yes	45	39%
No	69	61%
5. Have you ever attended a RAB or other public meeting?		
Yes	13	11%
No	101	89%
5a. If No, why haven't you attended a RAB meeting? (circle one)		
Not aware	76	76%
Inconvenient Time	7	7%
Inconvenient Location	1	1%
Not Interested	16	16%
6. Typically, what would be the best time for you (day of week and time of day) to attend a RAB or other public meeting (please check those that apply)?		

	Monday	Tuesday	Wednesday	Thursday	Friday
10 am - 12 pm	13	14	12	13	10
1 - 3 pm	9	8	11	8	6
3 - 5 pm	10	8	9	9	2
5 - 7 pm	31	33	33	31	14
7 - 9 pm	28	30	34	31	12

7. Are you aware the Navy places ERP documents that require public review in the Jamestown, Middletown, Newport, and Portsmouth Public Libraries?		
Yes	18	16%
No	93	84%
8. Have you ever reviewed ERP documents placed in the Jamestown, Middletown, Newport, or Portsmouth Public Libraries?		
Yes	3	3%
No	107	97%
8a. If No, check all the reasons that apply: (circle one)		
Not aware	87	83%
Inconvenient location	7	7%
Not interested	11	10%
9. Are you aware there is a Navy contact (i.e., Public Affairs Officer; 401-841-3538; 690 Peary Street, Newport) who may be contacted for information regarding the ERP?		
Yes	57	52%
No	53	48%
10. Have you ever seen an ERP public notice in The Newport Daily News informing the public of upcoming RAB or other public meetings or soliciting review of documents placed in the local public libraries?		
Yes	33	30%
No	76	70%
11. Are you aware there are ERP public websites for NAVSTA Newport (http://www.rabnewportri.org and https://go.usa.gov/DyNw)?		
Yes	15	14%
No	94	86%

Question	Responses N=110	
	Number	Percentage
12. Where would be the best way(s) to communicate ERP information (i.e. meeting time/dates, environmental fact sheets, etc.)? (circle the top three options)		
The Newport Daily News	76	72%
Naval Station Newport Facebook and Twitter pages	42	40%
Notice in local town/city halls	24	23%
Notice in local public libraries	29	27%
Navy and/or Restoration Advisory Board Website	25	24%
Other (please specify)	11	10%
13. On a scale of 1 to 5, with 5 being Excellent and 1 being Poor, how would you rank the Navy's communication with the community regarding ERP site investigation and cleanup at NAVSTA Newport? (circle one)		
1	24	22%
2	30	28%
3	24	22%
4	7	7%
5	4	4%
No opinion	18	17%
14. On a scale of 1 to 5, with 5 being a lot of confidence and 1 being no confidence, how would you rank your confidence in the Navy's ability to investigate and cleanup contaminated sites at NAVSTA Newport? (circle one)		
1	4	4%
2	9	8%
3	23	21%
4	29	27%
5	33	31%
No opinion	9	8%
15. Do you have any concerns regarding environmental site investigation and cleanup at NAVSTA Newport?		
Yes	52	49%
No	55	51%
15a. If Yes, in what ways are you concerned?		
Impacts to your health	14	26%
Impacts to others' health	9	17%
Impacts to wildlife	9	17%
Impacts to surface water bodies	12	23%
Other (please specify)	26	49%
16. Would you like to join the ERP e-mail or mailing list?		
Yes	59	55%
No	48	45%
17. Would you like to be contacted about attending a Restoration Advisory Board meeting?		
Yes	42	40%
No	64	60%
18. If you answered yes that you would like to join the ERP e-mail or mailing list and/or be contacted about attending a Restoration Advisory Board meeting, please provide your contact information below.	51	45%

Other Comments Received that Referred to the Environmental Restoration Program

I am concerned about it being too costly/time consuming.

There was a lot of stuff buried on base that people might not be aware of.

Concerned there is lack of funding to put investigation/cleanup on high priority.

I am worried there will be an inability for land to be used at residential levels.

I see where one site was “capped” by the bay, but is this simply encapsulating the pollution or will it help dissipate it in the future?

Concerned about sub-surface water bodies.

Concerned about impacts to local neighborhood beautification.

I am concerned about the following: 1) Need to mesh final site layout with adjacent water runoff patterns, surface and subsurface; 2.) May need on some sites (i.e. Gould Island) to allow for rising Bay water and surge levels that URI projects; 3.) Along Burman Road especially, clean-up sites need to look better such as fences, clutter, etc. It should mesh well with scenic shoreline surroundings.

As a former environmental professional, I joined the RAB to see if I could contribute my past experience. I decided the Navy had things well under control and felt I was not contributing so I dropped off the RAB (though I am still on the email list).

<u>Additional ways to best communicate information:</u>

Supermarket bulletin boards
Postal service mailings
Portsmouth Times
Providence Journal
E-mail
Patch website
NPR/WPRI-RI Public Radio
Portsmouth Patch site
NAVALOG
Newport Now Online

Post card mailings
Newport This Week
SOS Website
Radio/TV Commercials
Mercury
WADK
Chamber of Commerce emails
PAO Emails
Placed on the docket for each of the local governments, on the first meeting of each month
City of Newport social media information pages

Appendix D

Key Contacts

Naval Station Newport Key Contacts

(Current as of May 2016)

Organization/Department	Contact	Address	Phone
U.S. Navy			
NAVSTA Newport Public Affairs Office	Lisa Rama	690 Peary Street Newport, RI 02841 Email: Lisa.rama@navy.mil	401-841-3538
Current Remedial Project Manager	James Gravette	NAVFAC MIDLANT 9324 Virginia Avenue Bldg. Z-144, 1st Floor Norfolk, VA 23511-3095 Email: james.gravette@navy.mil	757-341-2014
Current Remedial Project Manager	Nicole Cowand	NAVFAC MIDLANT 9324 Virginia Avenue Norfolk, VA 23511-3095 Email: Nicole.cowand@navy.mil	757-341-2009
NAVSTA Newport Environmental Office Division Director/RAB Navy Co-Chair	David Dorocz	1 Simponpetri Drive, BLDG 1 Newport, RI 02841 Email: david.dorocz@navy.mil	401-841-7671
U.S. Environmental Protection Agency			
USEPA Region 1, Current Remedial Project Manager	Kymberlee Keckler	USEPA Region I 5 Post Office Square, Suite 100 Boston, MA 02109-3912 Email: Keckler.kymberlee@epa.gov	617-918-1385
USEPA Region 1, Current Remedial Project Manager	Jane Dolan	USEPA Region I 5 Post Office Square, Suite 100 Boston, MA 02109-3912 Email: Dolan.jane@epa.gov	617-918-1272

Organization/Department	Contact	Address	Phone
USEPA Region 1, Current Remedial Project Manager	Kimberly White	USEPA Region I 5 Post Office Square, Suite 100 Boston, MA 02109-3912 Email: White.kimberly@epa.gov	617-918-1752
USEPA Region 1, Customer Call Center		USEPA Region I 5 Post Office Square, Suite 100 Boston, MA 02109-3912	888-372-7341
Rhode Island Department of Environmental Management			
RIDEM Office of Waste Management, Current Remedial Project Manager	Pamela Crump	RIDEM Office of Waste Management 235 Promenade Street Providence, RI 02908 Email: pamela.crump@dem.ri.gov	401-222-2797
RIDEM Office of Waste Management, Current Remedial Project Manager	Nicholas Noons	RIDEM Office of Waste Management 235 Promenade Street Providence, RI 02908 Email: Nicholas.noons@dem.ri.gov	401-222-2797
National Oceanic and Atmospheric Administration			
National Oceanic and Atmospheric Administration	Ken Finkelstein	NOAA 5 Post Office Square Suite 100 Boston, MA 02109-3946 Email: finkelstein.ken@epamail.epa.gov	617-918-1499
NOAA Office of Response and Restoration (OR&R)		1305 East-West Highway Silver Spring, Maryland 20910 orr.webmaster@noaa.gov	301-713-3038
U.S. Fish and Wildlife Service			
U.S. Fish & Wildlife Service, New England Field Office		USFWS 70 Commercial Street Suite 300 Concord, NH 03301-5094 Website: http://www.fws.gov/newengland	603-223-2541

Organization/Department	Contact	Address	Phone
Federal and State Elected Officials			
U.S. Senators		Hart Senate Office Building Washington, DC 20510 www.senate.gov/senators/contact/	202-224-4642 202-224-2921
U.S. Representatives		U.S. House of Representatives Washington, DC 20515 www.house.gov/representatives/#state_ri	202-225-1904
Governor		Rhode Island State House 82 Smith Street Providence, RI 02903	401-222-2080
State Senate		Rhode Island State House 82 Smith Street Providence, RI 02903 www.rilin.state.ri.us/senators	401-222-6655
State Representatives		www.rilin.state.ri.us/representatives	
City of Newport			
			401-845-5911
Public Utilities		Department of Utilities 70 Halsey Street Newport, RI 02840 jrichardson@cityofnewport.com	401-845-5600
Fire / Emergency Management Agency	Fire Chief	Newport Fire Department HQ 21 West Marlborough Street Newport, RI 02840	401-845-5900
City Clerk's Office		Newport City Hall - Ground Floor 43 Broadway Newport RI 02840	401- 845-5351
Town of Jamestown			
Office of Emergency Management	Police Department	Jamestown Police Department 250 Conanicus Avenue Jamestown, RI 02835	401-423-1212
Public Works	Director	Department of Public Works 93 Narragansett Avenue 2nd Floor Jamestown, RI 02835	401-423-7225

Organization/Department	Contact	Address	Phone
Fire	Current Fire Chief	Jamestown Fire Department 50 Narragansett Avenue Jamestown, RI 02835	401-423-0062
Town of Portsmouth			
Emergency Management Agency	Current Director	2200 East Main Road Portsmouth, RI 02871	401-643-0499
Public Works	Current Director	Department of Public Works 143 Hedly Street Portsmouth, RI 02871	401-683-0362
Fire	Current Fire Chief	Portsmouth Fire Department 2300 East Main Road Portsmouth, RI 02871	401-683-1200
Town of Middletown			
Office of Emergency Management	Current Director	Middletown Fire Department 239 Wyatt Road Middletown, RI 02842	401-846-1031
Public Works	Current Director	Middletown Public Works Department 19 Berkeley Avenue Middletown, RI 02842 toloughlin@middletownri.com	401-846-2119
Fire	Current Fire Chief	Middletown Fire Department 239 Wyatt Road Middletown, RI 02842	401-846-1031
Business Organizations			
Newport County Chamber of Commerce	Current Executive Director	Newport County Chamber of Commerce 35 Valley Road Middletown, RI 02842 Email: erin@newportchamber.com	401-847-1600

Organization/Department	Contact	Address	Phone
Environmental Organizations			
Save the Bay	Current Executive Director	Save The Bay Center 100 Save The Bay Drive Providence, RI 02905	401-272-3540
Current Navy Co-Chair	David Dorocz		
Local Media			
Type	Name	Address	Phone
Daily newspaper *Newport Daily News*	Current Navy Reporter Current Executive Editor Circulation	NewportRI.com 101 Malbone Road Newport, RI 02840 Editor@NewportRI.com CircDept@NewportRI.com	401-380-2359 401-380-2351 401-849-3300
WPRI TV-12	Not available	WPRI Newsroom 25 Catamore Blvd. East Providence, RI 02914 desk@wpri.com	401-438-3310 401-438-7200
WJAR TV-10 (NBC)	Not available	WJAR Newsroom 23 Kenney Drive Cranston, RI 02920	401-455-9100
WADK AM 1540	Not available	15 Dr. Marcus Wheatland Blvd. Newport, RI 02840	401-846-1540
Jamestown Press	Current Editor	45 Narragansett Avenue Jamestown, RI 02835 Tim@jamestownpress.com news@jamestownpress.com	401-423-3200
WBRU FM 95.5	Not available	88 Benevolent Street Providence, RI 02906	401-272-9550
WHJJ AM 920		75 Oxford Street, Suite #302 Providence, RI 02905	401-781-9979
WLNE TV 6 (ABC)	Not available	10 Orms Street Providence, RI 02904	401-453-8000
WNAC TV 64 (Fox)	Not available	25 Catamore Blvd. East Providence, RI 02914	401-438-7200
WPRO AM 630	Not available	1502 Wampanoag Trail East Providence, RI 02914	401-433-4200

Organization/Department	Contact	Address	Phone
WSBE TV 36 (PBS)	Not available	Rhode Island PBS 50 Park Lane Providence, RI 02907	401-222-3636
RI NPR FM 88.1, 91.5, 102.7	Not available	Rhode Island Public Radio 1 Union Station Providence, RI 02903 info@ripr.org	401-351-2800