

8/06/99

Dear RAB Members:

Enclosed is a final copy of the minutes (including enclosures) from the July 21, 1999 RAB meeting. If you have any questions or concerns please contact me at (401)841-7714.

Very truly yours,


Michele Imbriglio
RAB Secretary

Copy to: (w/enc)
Dr. D.K. Abbass
Ms. Barbara Barrow
Mr. John R. Bernardo, III, Esq.
Ms. Mary A. Blake
Dr. David W. Brown
Mr. Richard D. Coogan
Mr. Paul A. Cormier
Ms. Beth Everett
Mr. Byron Hall
Mr. Eugene Love
Ms. Elizabeth Mathinos
Mr. Joseph Mello
Mr. Thomas McGrath
Mr. James E. Myers
Mr. John Palmieri
Mr. Howard L. Porter
Mr. Emmet E. Turley
Mr. John Vitkevich
Ms. Claudette Weissinger
Ms. Mary Philcox
Mr. David Egan
Mr. Paul Kulpa, DEM

Ms. Kimberlee Keckler, EPA
Capt. Jon Wyman, NAVSTA
Capt. A.C. Oakleaf, NAVSTA
Hon. Paul W. Crowley
Hon. June Gibbs
Mr. Joseph McEnness
Mr. Paul Russell
Mr. Charles Salmond
Mr. John Torgan
Mr. Jim Shafer
Ms. Beth Timm, ATSDR
Mr. Gregg Tracey, SAIC
Councilman Dennis McCoy
Mr. Vincent Arnold
Dr. David Kim
Mr. Brian Bishop
Sister Anne Marie Walsh
Brother Joseph
Newport Public Library
Ms. Joanne Gorman, Middletown Free Library
Portsmouth Free Public Library
Mr. Bob Jones, Groton
Mr. David Sanders, NAVSTA
Mr. David Dorocz, NAVSTA
Ms. Melissa Griffin, NAVSTA
Mr. Woody Monaco, NAVSTA
Ms. Sarah White, EPA
Ms. Jennifer Hayes, Gannett Fleming
Mr. Tim Prior, USF&WS
Mr. Ken Finkelstein, NOAA
Ms. Diane McKenna, TtNUS, Wilmington
Mr. Matt Weaver, Green Light Foundation
Mr. Thurston Gray

**NAVAL STATION NEWPORT
RESTORATION ADVISORY BOARD MEETING
July 21, 1999**

MINUTES

On Wednesday, July 21, 1999, the NAVSTA Newport Installation Restoration Program Restoration Advisory Board (RAB) gathered at the Officer's Club for its monthly meeting. The meeting began at 7:10 and ended at 9:35.

In attendance were Howard Porter, Dave Brown, John Palmieri, Claudette Weissinger, Kathy Abbass, Barbara Barrow, Esq., John Vitkevich, Manuel Furtado Local #673, Emmett Turley, John Bernardo, James Myers, Thurston Gray, Matt Weaver Green Light Foundation, Tom Flanagan Green Light Foundation, Kymberlee Keckler USEPA, Capt. Jon Wyman, Dave Dorocz NAVSTA, Melissa Griffin NAVSTA, Dave Sanders NAVSTA PAO, Jim Shafer NORTHDIV, Dave Egan TAG, Paul Kulpa RIDEM, Stephen Parker Tetra Tech NUS.

Captain Jon Wyman opened the meeting and welcomed the group. There were corrections on pages 2 & 3 of the June 1999 minutes; Environmental Risk Assessment(ERA)was changed to *Ecological Risk Assessment (ERA)*, copies of those pages were provided at the meeting.

COMMITTEE REPORTS FROM COMMUNITY MEMBERS

Project Committee: The project committee did not meet as there is no committee chair.

Planning Committee-John Palmieri Committee Chair: The Planning Committee would like the RAB to be advised of all IR projects at the Naval Station regardless of the funding source i.e. UST, DERA, etc.. Captain Wyman suggested a quarterly update on the projects which is agreeable to the RAB.

Note: Dave Dorocz advised the RAB that if a petition is obtained with 50 signatures a RAB can be established for FUD sites which are overseen by the Army Corps of Engineers.

Membership Committee-Howard Porter Committee Chair: Three (3) new members were welcomed to the RAB. All are residents of Jamestown; Emmet Turley, John Bernardo and James Myers. RAB Binders will be prepared and forwarded to each.

Public Information-Claudette Weissinger Committee Chair:
The June Newsletter was completed and distributed. She will begin work on the next newsletter, which will highlight McAllister Point.

PROJECT REPORT-Jim Shafer NorthDiv

Jim Shafer gave a brief status report on various IR sites as follows;

McAllister Point Landfill-Offshore: An Open House was held June 24 at the Gaudet Middle School in Middletown. The public comment period ended on July 14, responses will be included in the Record of Decision (ROD). The pre-design work is 50% complete and a report should be available in October 1999. See Enclosure (1)

McAllister Point Landfill-Onshore: Quarterly monitoring of landfill gas and groundwater continues. Next sampling event will be at the end of August. See Enclosure (2)

Derecktor Shipyard: On-Shore - Hot spot removal actions are ongoing and will be completed in the fall. Off-Shore - Final feasibility study will submitted August 6. See Enclosure (3).

Melville North Landfill: Excavation and off site disposal of material is in progress. Removal of soils from the Melville North Landfill is scheduled to be complete in October 1999. See Enclosure (4).

Old Firefighting Training Area: On-Shore - The completion of the remedial investigation will begin after a draft final of the Ecological Risk Assessment (ERA) report is complete. Off-Shore - A draft Ecological Risk Assessment (ERA) report has been reviewed, comments have been responded to. A draft final Ecological Risk Assessment (ERA) report will be submitted July 30. See Enclosure (5).

Tank Farm 5: We have received comments from RIDEM on the gas survey at Tanks 56 and 53. Two additional bedrock

wells will be installed this summer/fall. See Enclosure (6).

Gould Island: Field investigations should start in FY 2000. Foster Wheeler has submitted a demolition work plan to the Navy, RIDEM and EPA. See Enclosure (7).

There was a question raised concerning the work being done at the end of Green Lane on old Burma Road. This was an old pump station known as Building 70. The building has been torn down. Oil, sand and various types of debris were found in the basement of the building. The Navy is in the process of cleaning up the site. This clean-up is not a CERCLA project.

TAG REPORT

Dave Egan stated that the Technical Advisory Group (TAG) submitted formal comment on the Proposed Remedial Action Plan (PRAP) for McAllister Point Landfill and is awaiting responses to the comments in the Record of Decision (ROD).

The TAG is concerned with the impact the results from the pre-design sampling will have on the projected cost of the clean-up. The draft ROD (Record of Decision) should be completed around September 1, 1999. The pre-design sampling report will not be available until October. The TAG is wondering if the time frames for these two reports could be tied a little closer together.

Jim Shafer advised that the ROD (Record of Decision) will not be finalized until late in the year (late December). The data from the pre-design sampling should be available in September and there should be no problem with sharing those test results.

As the McAllister Point clean-up activities are going to dominate the funding over the next few years, the TAG is concerned that studies done at other sites may become dormant and lose momentum. How can things be kept moving when there will be little funding available over the next few years outside of the McAllister Point clean-up?

Jim Shafer advised that McAllister will dominate the funding and does impact the schedule for some of the other sites. However, studies are continuing at the Old Fire Fighting Training Area, the Feasibility Study at Derektor Shipyard will be finalized but the preparation of the PRAP (Proposed Remedial

Action Plan) for Derecktor will be delayed. This is due to the fact that there is not enough funding to clean up both sites at the same time. Study work at other sites will continue.

RAB BUDGET-Dave Dorocz NAVSTA Environmental Director

The agenda for the RAB support funds will cover the following; operating costs, guidance on usage and funding expenditures for 98, 99 and 00. See Enclosure (8).

Current Operating Costs: Estimates based on eleven (11) meetings. Room rental \$3K, Newspaper notice \$6K, Newsletter (2) (printing costs only) \$6K and Admin Support \$15K Total \$30K.) Spending is high, actual budget is \$25K.

Each of the last newsletters cost \$3,000.00. If a way could be figured to bring down the cost of printing the newsletter we could get the budget back in line with \$25,000.00 budget.

The purpose of the money that we get is to operate the RAB. Allowable funding would include administrative support, meeting facilities, and training. There are some limitations on training however, there would actually need to be some type of training requested before it could be found out exactly what those limitations might be.

The RAB, through the co-chairs, should come up with good ways to spend the money. While these restrictions are in place they should not stop a good idea. Ideas should be presented and then analyzed to see if funding is allowable and appropriate. See "Guidance for RAB Administrative Support Funding" Enclosure (9).

Specific prohibited funding includes; costs incremental to normal public relations (not supposed to use the money to reach an audience wider than the RAB) The Public Affairs Office (PAO) is funded for that type of work; use of a CLEAN Contractor to facilitate meetings, payment of non-administrative support costs or Installation Restoration (IR) project costs.

The budget for FY98 was \$25K and \$8.5K was spent. The unspent funds were automatically returned to Northern Division. The budget for FY99 is \$25K at this point the budget spent is at

\$22.7K. With the remainder of the year spending costs should be approximately \$25.1K.

The budget funds for FY00 were requested in June 99. We have requested \$36K, but we will probably only get \$25K. All RAB expenditures are reported to Congress. All funding is managed and controlled by the Navy.

UNDERWATER ARCHEAOLGY-CODDINGTON COVE-Dr.D.K. Abbass

There are many historic resources located in the clean-up areas. If any of the activities that take place on the base were to negatively impact on these historic resources, i.e. shipwrecks and other that might be in the water then something must be done to study them first and take care of those resources.

Rhode Island has had more shipwrecks per square mile than any other state in the country. That is because we have 350 years of maritime history and a whole economy based on the maritime industry. Rhode Island is also the premiere dive destination in all of New England. Therefore there is a tremendous problem in protecting our historic coastal resources from people who are sport diving and take artifacts from the bottom.

Most of what Kathy does in the RI Marine Archaeology Project besides joint research projects is to educate the public as to what is legal and not legal and what is ethical and unethical in terms of dealing with what we have underwater.

One of the reasons we have so much here in terms of submerged coastal resources is that Narragansett Bay was the main "road" to the interior of Southern New England. Newport is one of the very best harbors between Boston and Philadelphia. That is one of the reasons, Boston, Newport and Philadelphia were the major port cities up until after the Revolutionary War.

During the Revolutionary War in 1776 the British took control of Newport and occupied it until 1778 when the French fleet came and threatened the city. A whole series of vessels were sunk around Newport and North along the bay.

Various methods are used to locate these historic shipwrecks such as phase charts, old maps, models, old photographs, side scan sonar, etc..

Materials from the RAB are also sometimes used. One particular report from the Coddington Cove study has a few samples that were taken that contain wood at very deep levels. If the wood were to turn out to be teak or something like that then it is probably debris from Derecktor Shipyard but if it were American Oak then it is possible it could be the H.M.S. Juneau. The Juneau was sunk in Coddington Cove in 1778.

Side scan sonar was dragged through Coddington Cove, two sonar stripes have been indicated right where the Juneau is supposed to be. That is enough to trigger a full scale study of this particular site. There will be a team of Navy divers working with Kathy's project who will be going out to see if this strike is in fact a shipwreck or some other kind of debris. If it turns out that this is the Juneau that means that the dredging that the Navy wants to do in that area will have to take into consideration that it might damage the historic shipwreck that is there. Kathy's contribution to the RAB has been to remind the Navy that these types of things are in the water and to let you know ahead of time that you may have to take care of things like this.

DERECKTOR SHIPYARD-OUTSTANDING ISSUES-Stephen Parker Tetra Tech

The Feasibility Study (FS) will be finalized on the Derecktor Shipyard site. The FS will be issued August 6.

The State (RIDEM) has concern about re-suspension of sediments, contaminants in the pore water and concern with the toxicity data. These concerns are being discussed.

The State has indicated their concern over the probability of sediment to be stirred up since the Risk Assessment began. Obviously that is something that is going to happen. This is a problem to fish and shellfish because it can liberate contaminants from the sediment into the water. To evaluate this an "Elutriate" test is done. This test was originally designed to predict how contaminants would behave if you have a barge full of dredged sediment, moved it out into the ocean, pushed it off the barge and let it fall through the water column to the bottom of the ocean. The intention of this test is to determine how the contaminants will separate from that sediment on the way down and what it will do to the animals living in the water during that drop.

To do the test sediment and water and mixed and allowed to settle. The water from the top of the sample, called the "pore water", is then taken off and tested. See Enclosure (10).

A chemistry model called an Equilibrium Partitioning (EqP) is used to calculate the concentrations of chemicals in the porewater, based on concentrations in the sediment.

To measure risk, sediments that are found to have high levels of contaminants are given increased risk rankings. It is this sediment that is selected for cleanup. See Enclosure (11).

All three issues are interrelated; ability of the water to be disturbed, the ability of the contaminants to transfer to the water from the sediment and have the effects of those contaminants on animals been tested adequately. See Enclosure (12).

It is not felt that these uncertainties warrant revision of the Feasibility Study (FS) or warrant removal of more sediment than that scoped in the FS.

AUGUST RAB MEETING

- Gould Island Work Plan
- Federal Facilities Agreement (FFA)
- 1st Quarterly Update on Non-CERCLA Funded Sites at NAVSTA

Enclosures:

- (1) Activity Update-McAllister Point Landfill-Offshore
- (2) Activity Update-McAllister Point Landfill-Onshore
- (3) Activity Update-Derecktor Shipyard
- (4) Activity Update-Melville North Landfill
- (5) Activity Update-Old Firefighting Training Area
- (6) Activity Update-Tank Farm 5
- (7) Activity Update-Gould Island
- (8) RAB Support Funds
- (9) Guidance for RAB Admin Support Funds
- (10) Derecktor Shipyard Feasibility Study/Resuspension of Sediments-Tetra Tech
- (11) Contaminants in Pore Water/Role of Toxicity Data-Tetra Tech
- (12) Summary of Issues-Tetra Tech

Activity Update:

McAllister Point Landfill - Offshore

- Open house was held June 24 at Middletown Middle School, RAB and Public attended.
- Comment period for the proposed plan has ended, responses will be included in the ROD.
- Pre-design work is 50% complete, and report will be out in October, 1999.

Activity Update:

McAllister Point Landfill - Onshore

- Quarterly monitoring of landfill gas and groundwater
- Next sampling event is late August

Enclosure (2)

Activity Update:

Derecktor Shipyard

- *On - Shore*
 - Hot spot removal actions are ongoing, and will be completed this fall.
- *Off - Shore*
 - Final FS will be submitted on August 6.

Activity Update:

Melville North Landfill

- Excavation and off site disposal of material in progress (approx. 1,000 tons or 60 truck loads)
- Removal of soils from the Melville North Landfill is scheduled to be complete in October 1999

Activity Update:

Old Firefighting Training Area

- *On Shore:*
 - Will begin completion of the RI after draft final ERA report is done.
- *Off Shore:*
 - Draft ERA report was reviewed and Navy responded to comments on May 21. Draft Final ERA will be submitted on July 30.

Activity Update:

Tank Farm 5

- *Received comments on the soil gas survey at Tanks 56 and 53.*
- *Two additional bedrock wells will be installed this summer/fall*

Activity Update:

- Gould Island
 - Start Installation Restoration Field Work in FY 2000
 - Submit Demolition Workplan July 1999

RAB SUPPORT FUNDS

DAVID DOROCZ
Environmental Director
Naval Station Newport

Enclosure (8)

AGENDA

- **OPERATING COSTS**
- **Guidance on Usage**
- **Funding FY 98 -99**

OPERATING COSTS (\$1000 / YR)

- Room Rental (11) \$3K**
- Newspaper Notice (11) \$6K**
- Newsletter (2) \$6K**
- Admin Support \$15K**

- Total \$30K**

ALLOWABLE FUNDING

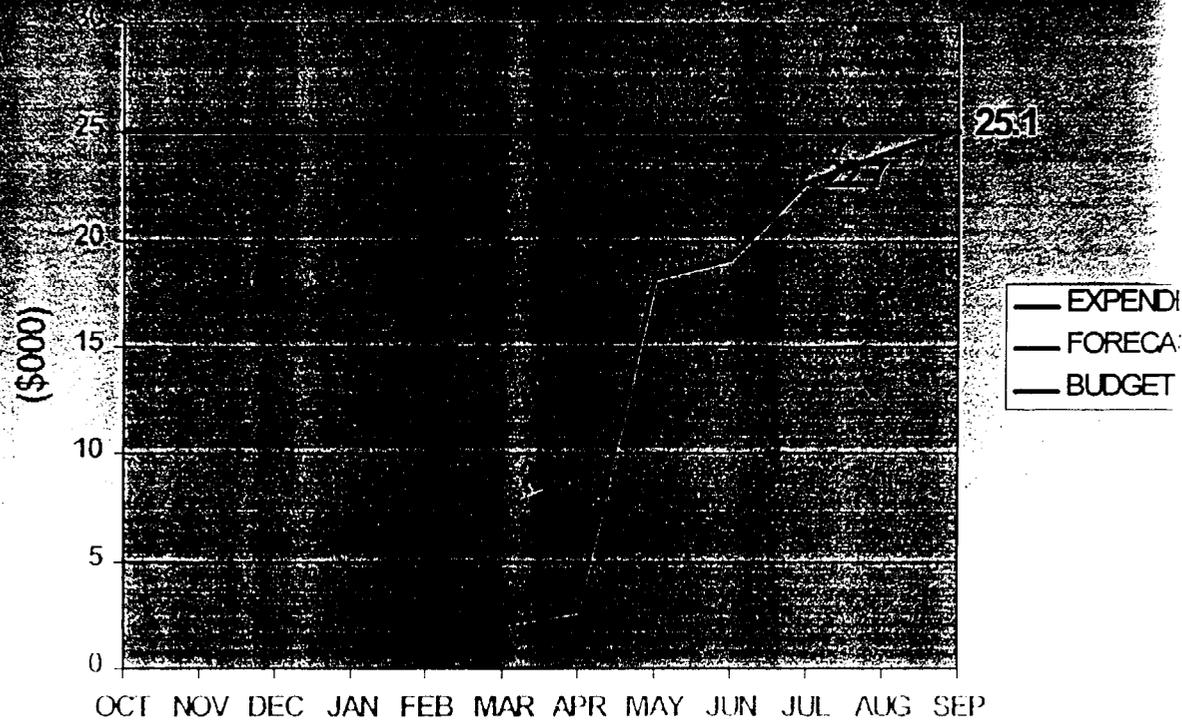
- **For administrative Support to Operate RAI**
- **Meeting Facilitation**
- **Rental of Meeting Space**
- **Training**
- **RABS must decide what goods and service they need and coordinate requests / idea to Co-Chairs.**

PROHIBITED FUNDING

- **Costs incremental to normal public relations (wider audience than RAB not allowed)**
- **Use of CLEAN Contractor to Facilitate Meetings.**
- **Non Administrative Support Costs.**
- **IR Project Costs.**

FY 98 FUNDS (\$1000 / YR)

- **BUDGET \$25K**
- **EXPENDED \$8.5K**
- **Unspent funds returned to Northern Division**



FISCAL YEAR 1999 (01 Oct 98 - 30 Sep 99)

CLOSING POINTS

- **Requested \$36K in Jun 99**
- **Expenditures are reported to Congress**
- **Funding is managed and controlled by the Navy.**
- **Costs that benefit the general public as opposed to the RAB are prohibited.**

GUIDANCE FOR RAB ADMINISTRATIVE SUPPORT FUNDING

1. RAB administrative support is the only source of funding available to assist in the establishment and conduct of RABs.
2. RAB administrative support for installations will be paid from either the Environmental Restoration, Navy (ER,N) account or BRAC account, as appropriate. All RAB administrative support, whether provided directly by installation ER,N or BRAC funds or by an Engineering Field Division through a CLEAN, RAC or other contracting mechanism, is reportable against the RAB administrative funding. Installations may not exceed their RAB expenditure ceiling without written permission by N453.
3. FY1999 RAB administrative support funding is allocated based on an analysis of the IR program and the status of RABs as reported in the RAB Reporting Requirements questionnaire. Installations that did not provide a RAB Reporting Requirements questionnaire will have all RAB funding withheld until the appropriate forms are received by CNO (N453). In response to a Congressional mandate, all installations with an active cleanup program are required to annually submit RAB Reporting Requirements whether or not a RAB has actually been formed. RAB administrative support will be provided only where installations have reported a functioning RAB or a RAB in the final stages of formation.
4. Only those costs incremental to the normal public relations plan should be included as RAB administrative support. Costs which can be construed to provide a benefit to the general public rather than specifically to the RAB should be not included as RAB administrative costs.
5. Allowable RAB administrative support includes, but may not be limited to, meeting facilitation, preparing and distributing meeting minutes and agendas, RAB training and rental of meeting space when RAB meetings are held outside the base.
 - a. Contractor provided RAB administrative support is an expense which must be counted against the ceiling. For example, if an installation or EFD elects to use a contractor to take RAB meeting minutes, the cost of providing those minutes is reported against the RAB administrative support ceiling. Use of CLEAN contractor

— Enclosure (9)

support for routine RAB administrative functions is discouraged.

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Enclosure (5)

GUIDANCE FOR RAB ADMINISTRATIVE SUPPORT

b. Non-administrative contractor expenses should not be charged against the RAB administrative support ceiling. Expenses associated with a DON contractor giving a presentation to a RAB on the status of cleanup activities at an installation are not considered RAB administrative support costs. They are considered to be part of the project cost.

6. Expenses such as travel to attend RAB meetings, preparation and distribution of fact sheets, and maintenance of the information repository are not considered unique RAB costs. Salaries and travel costs of all DON employees should not be counted administrative support costs.

7. RAB Technical Assistance for Public Participation (TAPP) will be funded separately from RAB administrative support. TAPP funding will be distributed only when a completed and approved TAPP application, including a detailed statement of work, has been received by CNO (N453). TAPP assistance will be provided from either the ER,N or BRAC account, as appropriate from project funds. RABs are encouraged to pursue other avenues of assistance such as EPA's Technical Assistance Grant (TAG) and Technical Outreach Services for Communities (TOSC) programs prior to applying for TAPP assistance.

Page 2 of 2

Derecktor Shipyard Feasibility Study

- State concern about resuspension of sediments
- State concern about contaminants in pore water
- State concern about role of toxicity data

1

Resuspension of Sediments

- There is a potential for sediments to be stirred up in the port area. Such events affect shellfish and fish by liberating contaminants into the water.
- “Elutriate” tests were performed to evaluate contaminants and their effects.
 - State believes that the tests do not adequately characterize the potential harm.
 - Navy and EPA agree tests performed are adequate.

2

Enclosure (10)

1

Contaminants in Pore Water

- Pore water is water within the sediment.
- A chemistry model (EqP) is used to calculate the concentrations of chemicals in porewater, based on the concentrations in the sediment.
 - State believes that the model may provide results that are not conservative.
 - Navy and EPA agree that this is the best scientific approach available.

3

Role of Toxicity Data

- To measure risk, sediments that are found to be toxic are given increased risk rankings.
- To select cleanup goals, sediments that don't show toxicity are not selected for cleanup.
 - State believed the sediment may have other toxic properties not evaluated in the test performed.
 - Navy provided letter describing possible changes incurred with this revision.

4

Enclosure (11)

Summary of Issues

- All three issues are interrelated:
 - Ability of the water to be disturbed, at what frequency and at what rate.
 - Ability of contaminants to transfer to water from sediment.
 - Are effects of contaminants on animals tested adequately.
- Do uncertainties warrant revision of the FS, or warrant removal of more sediment than that scoped in the FS?

5

Enclosure (12)