

# BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

❁ Spring 1999 ❁

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## Early transfer process underway at NTC San Diego and Long Beach Naval Complex

### NTC San Diego

On 8 August 1997, the San Diego Unified Port District requested that the Navy transfer a 51-acre inactive landfill site at the former Naval Training Center (NTC) San Diego (BRAC 1993) prior to completion of remedial action. The Port District plans to develop the property adjacent to Lindbergh Field as an airport employee parking lot.

The Navy is now preparing the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) documents and a covenant deferral package as follows:

- Because a municipal landfill fits a profile already identified by the Environmental Protection Agency (EPA), the Navy could use a fast-track CERCLA approach. Rather than following the traditional CERCLA process which ends with an environmental Record of Decision (ROD), the fast-track approach used here results in a different set of documents – an Engineering Evaluation/Cost Analysis (EE/CA) and an Action Memorandum (AM). These documents were produced in mid-1996 at a time when the preferred alternative was a soil cap remedy.

However, now that the intended use of the property requires an asphalt cap remedy, the Navy must prepare another EE/CA and an AM. Both documents will be reviewed by the lead state regulator for NTC, the California Regional Water Quality Control Board, San Diego Region.

- A Finding of Suitability for Early Transfer (FOSET) uses the standard Finding of Suitability of Transfer format and includes the results of health and environmental risk assessments and a declaration that the property is suitable for the proposed reuse.
- An Environmental Response Obligation Addendum (EROA) specifies how the parties will remediate the landfill, including the cleanup schedule and the land use controls to be placed on the property.
- An Environmental Remediation Action Assurance Memorandum (ERAA) is included when the transferee will perform all or part of a response action, as is intended in this instance. The document outlines the transferee's technical and financial capacities, a schedule of response actions, and a reversionary clause if the transferee defaults.

*continued on page 2*

# BRAC Talk

Environmental Base Realignment  
and Closure News

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Using Appropriated Funds

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93043-4370

*"Early transfer process underway"*  
*continued from page 1*

These documents will be sent to the Deputy Assistant Secretary of the Navy (Conversion and Redevelopment), William J. Cassidy, Jr., for signature. Following signature, a letter will be sent to the Governor of California requesting approval of the early transfer.

For further information, call Keith Forman, BRAC Environmental Coordinator for the Navy at NTC San Diego (619) 532-4812, or Corey Walsh with the Water Board (619) 467-2980.

## Long Beach Naval Complex

On 30 September 1998, the Port of Long Beach requested the early transfer of a 200-acre parcel at the former Long Beach Naval Complex (BRAC 1991 and BRAC 1995). The Port currently holds a Lease in Furtherance of Conveyance (LIFOC) to the property and as lessee it is developing the site for a marine cargo terminal. However, the Port requires deed title to the property in order to further its construction activities and finance development.

The California Department of Toxic Substances Control (DTSC) and the Navy would prefer to have all the environmental Records of Decision for the site signed before initiating the early transfer process. The process will begin after the proposed cleanup solutions have been presented and reviewed by the public.

The Navy will prepare a Finding of Suitability for Early Transfer (FOSET) which will include an Environmental Response Obligations Addendum (EROA) to be attached to the contract for sale disclosing the presence of hazardous substances on the property and outlining the remedies selected. The Navy and DTSC will also negotiate the terms of a land use covenant which will specify the land use controls and use restrictions on the property.

Upon completion of the environmental RODs, FOSET, and EROA, the documents will be forwarded to Mr. Cassidy for signature followed by a letter to the Governor of California requesting approval of the early transfer.

For further information, call Alan Lee, the Navy's Long Beach BRAC Environmental Coordinator (619) 532-4748 or Aaron Yue with the Department of Toxic Substances Control (714) 484-5439.

The Environmental Protection Agency has posted "Early Transfer Guidance" on the Internet at [www.epa.gov/sweffr/doc/hkfin.htm](http://www.epa.gov/sweffr/doc/hkfin.htm). The DTSC also has a covenant deferral fact sheet which is available by calling Sharon Fair with DTSC (714) 484-5433.

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# The Naval Facilities Engineering Service Center's Broad Agency Announcement program

A streamlined and flexible contracting alternative

By Scott Wight

Now going into its third year, the Naval Facilities Engineering Service Center's (NFESC) Broad Agency Announcement (BAA) program continues to be a flexible and effective contracting vehicle for military activities and Remedial Project Managers (RPMs). Operated through NFESC's Environmental Department, the BAA program targets and identifies a wide range of innovative environmental cleanup technologies and methodologies that are in the advanced development stage. These new technologies and methodologies are available for field application and have the potential to be on-line in less than two months.

This unique contracting approach begins with a solicitation for abstracts published in the Commerce Business Daily. Rolling cutoff dates occur every six months, in June and December. Abstracts submitted by contractors and vendors are required to address environmental problems in pollution prevention, compliance, natural resources conservation, or cleanup. NFESC's Technical Evaluation Board of scientists and engineers pre-screens and evaluates each abstract according to the criteria established in the BAA. The technologies and methodologies believed to have potential benefit to the Navy are then made available to any DoD activity. Currently, there are over 300 cutting-edge technologies and methodologies and over 200 vendors directly accessible on-line to RPMs.

The contract award process is streamlined and efficient once an activity has selected a BAA technology or methodology for demonstration. Neither a scope of work nor an independent government estimate must be developed. Also, the contract can be awarded without sole source or competitive solicitation. The hosting activity only needs to work with an NFESC technical representative to identify project requirements, participate in negotiations with NFESC and the Naval Facilities Contracting Office (NAVFACCO), and then send funding to NAVFACCO. At that point, the project can be executed.

The four page BAA abstracts describing innovative environmental cleanup technologies and methodologies are available on the Internet through the Defense Environmental Network and Information Exchange (DENIX), a controlled-access website. The web address is <http://www.denix.osd.mil/>

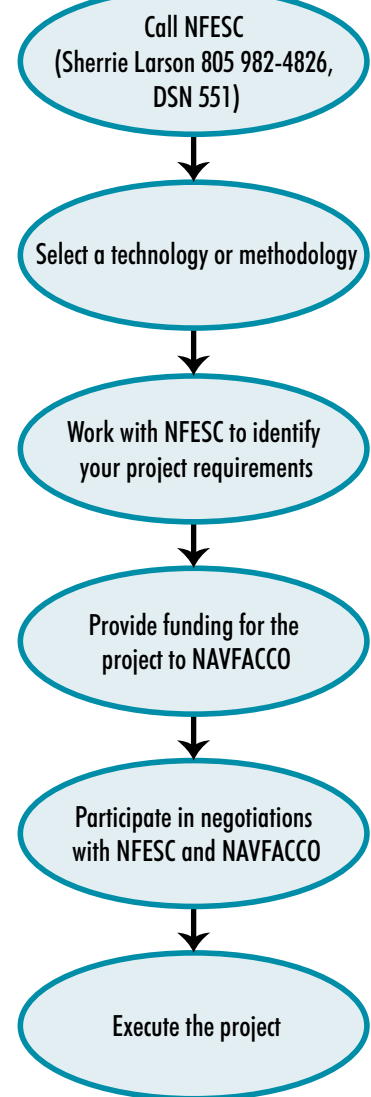
*Contractors interested in participating can get further information about the BAA program by:*

**Internet -**  
*<http://www.nfesc.navy.mil/enviro/esc414/baa/>*

**Phone -**  
*The BAA Hotline at  
(805) 982-1592, DSN 551*

**Email -** *[gbaa@nfesc.navy.mil](mailto:gbaa@nfesc.navy.mil)*

## Steps the Remedial Project Manager (RPM) takes to use a BAA technology or methodology



**Let's review!** It's been almost 6 years since the President's Five Point Plan came out. See how we're doing on the "fast track" by checking out Navy BRAC property disposal statistics on the next page. We're re-printing the Five Point Plan here as a little refresher.

## The President's Five Point Plan

(Ref: OSD Itr 15 Jul 93 "Revitalizing Base Closure Communities")

### ★ **JOBS-CENTERED PROPERTY DISPOSAL**

- Local Economic Redevelopment Comes First
- Legislation to Permit Public Benefit Conveyance of Land
- Interim Leases and Compressed Property Screening
- New Policy on Personal Property

### ★ **FAST TRACK CLEAN-UP**

- Use Common Sense Approach
- Team-Run Clean-Up Program
- Bottom-up Review to Speed up Clean-up
- Encourage Leases where Clean-up Not Complete
- Accelerate Clean-up through all Available Means

### ★ **TRANSITION COORDINATORS**

- Single Point of Contact to Cut "Red Tape"
- Act as Community Ombudsman Providing Ready Access to Decision Makers
- Speed Resolution of Issues

### ★ **EASY ACCESS TO TRANSITION AND REDEVELOPMENT HELP**

- Revitalize Assistance Programs
- Target Federal Agency Assistance
- Cut "Red Tape"

### ★ **LARGER ECONOMIC DEVELOPMENT GRANTS**

- Average \$1 Million over Five Years to Affected Areas
- Greatly Accelerated Approval
- Support Community Efforts to Plan or Coordinate and Implement Adjustments

# Summary of Navy BRAC property disposal

As of 31 December 1998

By Anthony (Tony) Joyce

BRAC property can be disposed of in many ways. The chart below shows the disposition status of over 200,000 Navy BRAC acres as of 31 December 1998.

Navy BRAC property comes in all sizes and shapes. For example, of the 76,800 acres at the former Naval Air Facility Adak, Alaska, there are areas for disposal as small as one acre!

We will update this chart for you in future issues of *BRAC Talk*.

*Anthony (Tony) Joyce manages the BRAC MIS database at Naval Facilities Engineering Command Headquarters. BRAC MIS is a distributed database used to collect information on the 91 Navy properties being disposed. 202 685-9298 DSN 325 joyceaf@hq.navfac.navy.mil*

## TERMS

### Conveyance:

Legal transfer of property title, Navy no longer owns the property

### Retained for Navy Use:

Navy still owns the property; Navy still uses the property

### Reversion:

Legal title to the property returns to the grantor after grant expires; Navy no longer owns the property

### Transferred:

Ownership transferred to another DoD component, or to another federal agency (non-DoD); Navy no longer owns the property

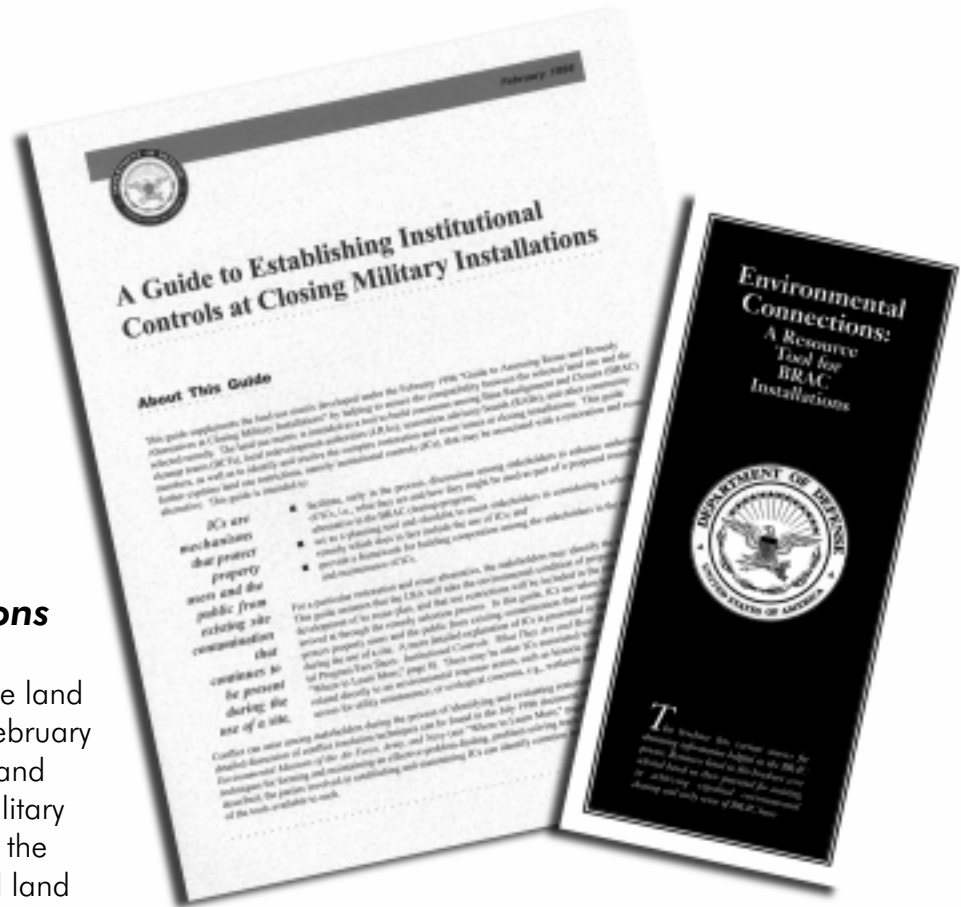
Disposal Method	Acres	%
Economic Development Conveyance	21,136	10.33%
Federal Aid Highways Conveyance	310	0.15%
Housing for Displaced Persons Conveyance	29	0.01%
Lease Expiration	4,757	2.33%
Lease Termination with Abandonment of Improvements	4,234	2.07%
Negotiated Sale	4,656	2.28%
Power Transmission Lines Conveyance	33	0.02%
Public Benefit Conveyance	22,471	10.99%
Public Sale	149	0.07%
Retained for Navy Use	41,045	20.07%
Reversion	84,751	41.44%
Special Legislation	1,220	0.60%
To Be Determined	2,204	1.08%
Transfer of Leasehold Interest	2	0.00%
Transferred to Dept. of Health and Human Services (HHS) for Homeless	246	0.12%
Transferred to Other DoD	2,293	1.12%
Transferred to Other Federal Agency	15,003	7.34%
<b>Total</b>	<b>204,538</b>	<b>100%</b>



## Have you seen these?

### **A Guide to Establishing Institutional Controls at Closing Military Installations**

This 8-page guide supplements the land use matrix developed under the February 1996 "Guide to Assessing Reuse and Remedy Alternatives at Closing Military Installations" by helping to ensure the compatibility between the selected land use and the selected remedy.



### **Environmental Connections: A Resource Tool for BRAC Installations**

This Department of Defense brochure lists various sources for obtaining information helpful in the BRAC process.

Send your request for copies to

Naval Facilities Engineering Service Center  
Code 413/Patterson  
1100 23<sup>rd</sup> Avenue  
Port Hueneme, California 93043-4370  
805 982-5575 voice, 805 982 3694 fax, DSN 551  
pattersonjl@nfesc.navy.mil

## BRAC SURFING



### **California's Surplus Military Base Property Online**

<http://www.cedar.ca.gov/landgrab/>

The California Landgrab website has online information on 19 former defense facility locations from San Francisco to San Diego. The site is part of the California Economic Diversification and Revitalization (CEDAR) Internet site. The CEDAR web team, in cooperation with the Defense Facilities Marketing Association and the California Trade and Commerce Agency, is making this site available on the Internet to help California communities market their locations and property parcels worldwide.

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### **GSA Property Disposal – Military Industrial Plants**

[http://156.80.6.15/faap/faap\\_home.asp](http://156.80.6.15/faap/faap_home.asp)

Go to "Army Industrial Plants" then click on the blue box towards the bottom of the page that says "Get the News Here!!" This is not a BRAC site; this is not a Navy site. Here you'll find a newsletter put out by GSA and the Army about disposal of NON-BRAC property. Some of the same procedures and terms used in BRAC property disposal are used in NON-BRAC property disposal. For example, in one of the newsletters they explain what a "Public Benefit Conveyance" is.

## Cooperation, community awareness ease tense situation

NSA Memphis (BRAC 1993)

When the unexpected happened at Naval Support Activity Mid-South\*, Millington, Tennessee, in early 1998, common sense and cooperation between the BRAC Cleanup Team (BCT) and local community prevailed, diffusing a dangerous and potentially deadly situation. The “unexpected” came in the form of cylinders suspected of containing a highly volatile and extremely flammable toxic gas called ethylene oxide (EO).



An emergency removal contractor at NSA Mid-South handles an unearthed ethylene oxide cylinder.

### Previous investigations

The August 1990 Resource Conservation and Recovery Act (RCRA) Facility Assessment, or RFA, identified a possible hazardous waste disposal area in the northeast corner of NSA Mid-South near the end of the primary runway. The report noted that although the site “was originally intended for use as a hazardous waste burial area, three 25-pound canisters of ethylene oxide were the only recorded hazardous substance disposed of there.” The RFA also reported that shop wastes - metallic scrap, waste chemicals, waste oil, cleaning solution, transformers, and capacitors - were in the fill material. Subsequent investigations by the BCT, however, (including soil and groundwater sampling and a geophysical survey) did not identify the presence of any widespread disposal activity.

### Problem discovered

In line with the “fast-track” initiative mandated by BRAC\*\*, the NSA Mid-South airfield and over 500 acres surrounding it were leased to the community for redevelopment as a commercial airfield. In order to meet the Federal Aviation Administration (FAA) grading and approach requirements, the Millington Airport Authority initiated a large-scale grading project. Field activities began in January 1998 close to where the disposal area was reported to exist. Before grading activities began, the Airport Authority was notified about possible buried material north of the runway. The Authority, in turn, made the grading contractor aware of this.

On February 4, 1998, while cutting a hillside adjacent to the runway down to meet the FAA-mandated grade, a heavy-equipment operator noticed a small piece of metal protruding from the mud. A clear liquid was leaking out and freezing as fast as it escaped. All work was halted and the Millington Airport Authority was notified.



Unearthed ethylene oxide cylinders at NSA Mid-South are staged prior to transfer and disposal operations.

\* NSA Mid-South was formerly known as NSA Memphis.

\*\* See page 4 for a review of BRAC mandated initiatives



### Team work/cooperation

The Authority notified the NSA Mid-South Public Works Office (PWO) Environmental Division. They responded immediately to assess the situation. The site was secured and cleared of all nonessential personnel. After contacting Southern Division, Naval Facilities Engineering Command (SOUTHNAVFACENGCOM) in North Charleston, South Carolina, the Navy's CLEAN contractor, EnSafe Inc., was brought onsite with instruments to confirm that the materials discovered were indeed the elusive EO cylinders. Within 24 hours, an emergency response contractor was onsite, using the contracting mechanisms through EnSafe's CLEAN contract, to begin the cleanup effort.

At this point, cooperation and coordination with the various federal, state, and local agencies became critical. The NSA Mid-South Fire Department and the Millington Fire Department (including emergency medical technicians) were notified of the presence of EO at the site and that the recovery operations could require their assistance.

The NSA Mid-South Public Affairs Office notified the City of Millington to make its officials aware of the situation. U.S. Environmental Protection Agency's Region IV Emergency Response Hotline was notified, as well as the National Response Center. SOUTHNAVFACENGCOM was kept informed of the day-to-day operations by an open line of communication with the onsite personnel, as well as daily e-mails. Site photographs were also submitted daily via a digital camera and e-mail. The photos were sent to all members of the BCT so everyone had up-to-the-minute information on which to base cleanup decisions.

Cooperation proved to be the key to the successful resolution of this problem. Local emergency agencies lended assistance as needed. The NSA Mid-South and Millington Fire Departments kept equipment and personnel on standby should their services be needed. Their support turned out to be essential when one of the cylinders ruptured, releasing it's contents in both liquid and gas form. The NSA Mid-South Fire Department was brought onsite to provide fire suppression support during the recovery operations. The City of Bartlett Fire Department was also heavily utilized. The emergency response contractor - CET of Jackson, Mississippi - conducted all recovery operations in Level B personal

protective equipment (Saranex suits and self-contained breathing apparatus). Due to some supplied-air equipment incompatibilities with the NSA Mid-South and Millington fire departments, the Bartlett Fire Department, located approximately 20 miles from the Navy base, assisted by providing breathing air at no charge, and often at a major inconvenience.



Contents from a damaged unearthed ethylene oxide cylinder at NSA Mid-South are transferred in a negative pressure tent prior to shipment.

### Cleanup operations

Initially, it appeared that about a dozen cylinders had been unearthed by the grading contractor. The area that was being graded, however, covered approximately 3 1/2 acres; so there was the potential that additional cylinders could have been scattered over a large area before being discovered by the contractor. EnSafe surveyed the site using metal detectors, which were effective to a depth of about 3 feet. This phase identified an additional 20 cylinders that were at depths ranging from just under the surface to 3 feet deep. As the cylinders were detected, their locations were flagged. When the recovery operations began, each flagged location was carefully excavated. Since the operational area was part of a cut and fill project, any cylinders that were moved by the grading contractor would exist only in the fill material, and not below the natural grade. Therefore, the depths of the excavations were only to the natural grade. Using this methodology, 38 cylinders were recovered. The emergency removal contractor, CET, operated with extreme caution. The recovery operations had the potential to cause major delays in the airport grading project.

Scheduling was critical, but safety was the first and foremost concern.

Once the initial 38 cylinders were recovered, EnSafe conducted a geophysical survey to determine if any additional cylinders had been moved. Although a large undisturbed collection of cylinders was not found, a huge number of 'anomalies' were detected. To be sure that all of the cylinders were recovered, each anomaly had to be excavated. As it turned out, an additional 100 cylinders were recovered, along with an assortment of tin cans, wire rope, and aircraft parts. The recovery operations were completed in less than 30 days, causing no major delays to the FAA grading project.

While previous reports stated that three cylinders were possibly buried onsite, 138 fifteen-pound cylinders were recovered. This created a new set of problems. Since the cylinders had been buried for 15 or 20 years, they could not be shipped to a disposal facility in their present condition. Therefore, the Navy brought in a "cylinder expert." Ed Van Schoik of Laidlaw Environmental Services assessed the cylinders and devised a plan to dispose of them safely. A less than 90-day storage area was established to secure the recovered cylinders, as well as to provide a work space to prepare the cylinders for shipment. Laidlaw then established a transfer system where the contents of the damaged cylinders were transferred to new 200-pound cylinders. The contents of the cylinders were transferred by pressurizing the cylin-



Unearthed ethylene oxide cylinders at NSA Mid-South, showing deteriorated cylinders and valves.

ders with an inert gas, in this case, nitrogen, and the existing valves (cast iron outer shell, stainless steel valve assembly) were used to transfer the contents. Due to the properties of the gas (EO's flammability range is from 3% to 100%), and the potential for a release, the entire transfer operation was conducted in a sealed tent (under negative pressure) and Level B personal protective equipment. Using this technique, the 138 recovered cylinders were bulked into twelve 200-pound cylinders, drastically reducing the disposal costs. The transfer operation wrapped up in April 1998.

### Community awareness

The situation at NSA Mid-South also had its public relations concerns. Knowing that the best way to avoid a public relations problem is to provide accurate information before the rumors begin, the NSA Mid-South Public Affairs Office (PAO) set up a "hot line" to take any questions the public might have. The NSA Mid-South PWO developed a list of likely questions with answers provided by the NSA Mid-South BCT. This allowed the PAO to disseminate accurate and up-to-date information about what was found, potential dangers, and the potential impacts to the surrounding community. Information was freely shared with the Millington mayor's office, as well as the police and fire departments.

### Lessons learned/conclusions

Due to the very nature of former disposal areas on military installations, the reported types and quantities of materials or wastes disposed are often incomplete and inaccurate. Furthermore, even with thorough investigation practices employed by the BCT, situations can and will arise where the "unexpected" occurs. Although this case at NSA Mid-South may have been an extreme, similar situations will come up over the coming years at other installations that will require close interactions between all the parties involved. Cooperation and team work between the BCT and the local community will prove to be essential in the successful transfer of closing bases.

*Questions or comments can be directed to David Porter, the BRAC Environmental Coordinator for NSA Mid-South (843) 820-5610, DSN 583, [porterdl@efdsouth.navy.mil](mailto:porterdl@efdsouth.navy.mil)*

## Conference Announcement

### 1999 Navy and Marine Corps Site Cleanup Conference



**20-22 April 1999**

**Combs Auditorium, Building 1444  
Port Hueneme, California**

The purpose of the conference is to promote information exchange and fast track cleanup of the Navy's past hazardous waste sites.

Our target audience is remedial project managers and their supervisors involved in the cleanup of Navy and Marine Corps installations (BRAC and non-BRAC).

If you are giving a presentation at the conference, please forward a master of your presentation handout to Norma Wathen by 9 April 1999 so copies can be made for conference attendees. You can submit hard copy, a file on disk, or a file via email.

For further information, or to submit your presentation handout, contact Norma Wathen  
wathenj@nfesc.navy.mil  
Naval Facilities Engineering Service Center  
Code 413  
1100 23<sup>rd</sup> Avenue  
Port Hueneme, California 93043-4370  
805 982-4852 voice, 805 982-3694 fax, DSN 551

## BRAC Talking

By Joyce Patterson



Your BRAC Talk editor is fresh out of a writing class, so watch out! Be amazed at how much more can be said in fewer words.

A few little reminders:

- Don't hesitate to ask a coworker to review and edit your writing
- Use graphics and bullet lists
- With technology changing so quickly these days (do you remember 8" floppy disks?), stay informed about changing writing standards. For example,
  - put only one space between a period at the end of a sentence and the start of a new sentence (not two spaces)
  - include a comma before the word "and" when naming the last item in a series of items separated by commas (example: "... lease, transfer, and disposal..." the comma after the word "transfer" should be there)
- Sentences shouldn't be longer than 20 words
- Make it easy for your audience or customer to read

Here are article due dates for our next 4 issues

<u>Issue</u>	<u>Articles Due</u>
Summer 1999	19 May 1999
Fall 1999	19 August 1999
Winter 1999	8 November 1999
Spring 2000	15 February 2000

Please review our insert of BRAC Cleanup Contacts and send corrections to Ernestine Rodriguez at:

Commanding Officer  
Naval Facilities Engineering Service Center  
Code 413/Rodriguez  
1100 23<sup>rd</sup> Avenue  
Port Hueneme, California 93043-4370  
805 982-4876 voice, 805 982-3694 fax, DSN 551  
rodrigueze@nfesc.navy.mil

# BRAC Installation web sites

Barbers Point NAS, HI

[www.bptnas.navy.mil/bptbrac.html](http://www.bptnas.navy.mil/bptbrac.html)



## **Non-Navy Sites:**

Adak NAF, AK

[www.adakisland.com/](http://www.adakisland.com/)

Annapolis NSWC, MD

[www.davidtaylorannapolis.com](http://www.davidtaylorannapolis.com)

Cecil Field NAS, FL

[cecilfield.com/](http://cecilfield.com/)

El Toro MCAS, CA

[eltoroairport.org/index.html](http://eltoroairport.org/index.html)

Mare Island NSY, CA

[www.geocities.com/SouthBeach/Boardwalk/5147](http://www.geocities.com/SouthBeach/Boardwalk/5147)

Mare Island NSY, CA

[209.21.13.19/sites/](http://209.21.13.19/sites/)

Memphis NSA, TN

[www.zaptek.com/millington/base\\_reuse.html](http://www.zaptek.com/millington/base_reuse.html)

Moffett Field, CA

<http://ccf.arc.nasa.gov/jf/mfa/thesite.html>

Orlando NTC, FL

[http://cityinter.ci.orlando.fl.us/departments/planning\\_and\\_development/targ2.html](http://cityinter.ci.orlando.fl.us/departments/planning_and_development/targ2.html)

Philadelphia NSY, PA

[www.netreach.net/~data/yarbird.htm](http://www.netreach.net/~data/yarbird.htm)

## DEPARTMENT OF THE NAVY

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