
**VANDENBERG AIR FORCE BASE
INSTALLATION RESTORATION PROGRAM
COMMUNITY ADVISORY BOARD
VANDENBERG CENTER, BUILDING 11008
1 JUNE 2001**

Ms. Beatrice Kephart, Chief, Environmental Restoration, called the Vandenberg Air Force Base (AFB) Community Advisory Board (CAB) meeting to order at 1000 hours. She outlined the agenda: Installation Restoration Program (IRP) Overview, Electric Vehicle Pilot Program, Beaches and Plovers, Toxicity Reference Value (TRV) Ecological Risk Assessment (ERA) Update, CAB Enhancement, and Member Comments.

Ms. Kephart provided the CAB with an update of the IRP activities. Drilling is in progress at Site 24 (The Entomology Washrack) and Site 9 (Space Launch Complex [SLC]-4). The drilling at Site 9 is part of the Interim Removal Action (IRA) to remove trichloroethylene (TCE) contamination from the groundwater. An IRA is close to completion at Site 31 (Missile Launcher 576C), an old Atlas missile launching facility. Site 31 contains a catch basin with sediments that are contaminated with polychlorinated biphenyls (PCBs). Also, threatened (Federally listed) California red-legged frogs are present at this site. The base coordinated with the U.S. Fish and Wildlife Service (USF&WS) and obtained a Biological Opinion for the handling of the red-legged frogs. The biological opinion provided for the relocation of the frogs, if they were not contaminated. However, the frogs were contaminated, so relocating them was not an option and the frogs were to be euthanized. Then, the California Department of Fish and Game entered into the picture. According to the California Fish and Game regulations, the red-legged frog is a fully protected species and it is unlawful to euthanize the species. Instead of delaying cleanup at this site because the state regulations conflicted with the Biological Opinion, the base worked with USF&WS and California Fish and Game to resolve the situation. Fish and Game regulations required that the frogs be used for educational purposes or scientific research, therefore, a research project at U.C. Davis was found and the frogs will be sent there. The IRA is complete and the frogs will be relocated as soon as possible.

Ms. Kephart continued her discussion by summarizing the status of cleanup at five other IRP sites. Ms. Kephart also introduced Mr. Ning-Wu Chang, who is a new member of the Department of Toxic Substances Control (DTSC) who will be assisting the base with the California Environmental Quality Act (CEQA) process for the IRAs at the following sites: pump and treat system for removal of TCE contamination in the groundwater at Sites 8, 9, 10 (SLC-4); removal of sandblast grit from Site 5 (SLC-3); removal of a sump at Site 24; removal of the remaining sandblast grit at Site 25 (SLC-2E); and removal of PCB-contaminated soil from Site 35 (Missile Silo 576G). Innovative technologies are being implemented at Site 15 (ABRES-B Launch Complex) and Sites 32 (Missile Silo 576D) and 35 (Missile Silo 576G). At Site 15, nanoscale (iron) particles will be injected to treat TCE in the groundwater. At Site 35, molasses will be injected into the groundwater to stimulate naturally occurring bacteria to degrade TCE contamination.

Next, Mr. Monte McVay briefed the CAB on the status of the Electric Vehicle (EV) Pilot Program. Before the EV program was initiated, a Traffic Demand Survey was conducted. The results of the survey indicated that 60 percent of base personnel need a vehicle for work—a high percentage of base commuters that are potential candidates for EVs. To determine if an organization or individual was a good match for receiving an EV, several criteria were established: (1) mission support (critical versus non-critical), (2) miles driven per day, (3) level of EV interest, and (4) number of similar vehicle types within the organization.

An educational outreach program was initiated after selecting candidates suitable for EV use. Several training sessions were developed including general use, safety, and maintenance training. Over 360 base personnel attended and completed the general use training and 50 to 60 emergency response personnel were trained on EV safety. The 30th Transportation Squadron completed maintenance training and is a certified repair center for Ford Rangers, as well as a certified warranty repair center.

Additionally, Mr. McVay briefed the CAB on the results of the EV Loaner Program. The loaner program consisted of a two to four-week trial period whereby organizations used and tested the EVs and provided feedback about the use of the vehicles. Forty organizations at 17 locations participated in the loaner program. Twelve organizations qualified for EV applications. Infrastructure for 29 permanent charging stations was installed at 10 locations. A total of 24 EVs replaced conventional gasoline vehicles with two more EV assignments pending completion of the trial period (31 May 2001).

Next, Mr. McVay showed several photos of EV charging station locations. A total of 12 charging stations were put into place at the CE complex—the largest infrastructure site on Vandenberg. Currently the EV fleet consists of 22 Ford Rangers and 4 Chrysler EPIC Minivans. To systematically track and monitor EV use, a shared use vehicle management system (SUVMS) is being implemented. A SUVMS will integrate communication and information management systems to provide automated vehicle registration, billing based on time of use and vehicle miles traveled, and maintenance scheduling system. The new Western Range Operations Center complex is the selected site for the SUVMS. The design of the SUVMS begins with the user/vehicle interface. A “smart” card is issued to each user which enables them to have keyless entry, as well as provide them with a pin code to turn on the vehicle which then reads the odometer, fuel, range, etc. Information from the smart card will be received from a Kiosk computer with the capabilities of tracking maintenance checks, service reminders, and billing usage to each organization. All this information can be posted to a website for each organization to check usage in real time. The benefits of using a SUVMS include supporting the 30 SW goals of building a modern, flexible infrastructure, reducing the size of the government provided vehicle fleet by 2 to 1, provide cost effective, environmentally friendly modes of transportation, and support AF compliance with the Energy Policy Act, Executive Order 13149, and the ENVVEST Program to reduce mobile source emissions. Construction for SUVMS is near completion. By next week, Vandenberg will be the next demonstration site for Ford Motor Company.

The next speaker to brief the CAB was Col Kopp. He provided the CAB with an update on the snowy plovers and beach access. During the snowy plover nesting season, limited beach access will be enforced from 25 May 2001 to 30 September 2001 because of so many violations on the beaches last year. The base is asking for cooperation from the public during this time. Enforcement personnel are needed from dawn until dusk to monitor beach activity. Currently the beaches are open Friday through Monday from 8 a.m. to 6 p.m. As the hiring of enforcement personnel continues, hours of beach access will be extended. There have been no violations thus far and the base is working on a long-term plan tied to the USF&WS Recovery Plan to increase beach access during future nesting seasons.

Mr. Mike McElligott discussed the Toxicity Reference Values Dispute Resolution, a follow up discussion from his briefing at the previous CAB meeting. The Dispute Resolution Committee (DRC) met twice on 13 April 2001 and 25 April 2001. The members of the DRC are comprised of the Vice Wing Commander, DTSC Chief of the Office of Military Facilities, and Regional Water Quality Control Board (RWQCB) Assistant Executive Officer. The DRC members were supported by staff technical personnel. At the 13 April 2001 meeting, the DTSC was not present; however, Vandenberg presented their position. All members were present at the second meeting and the DTSC presented their position. The subject of the dispute still remains unresolved. Vandenberg’s next plan of action is to propose a compromise and continue to attempt a technical resolution.

The last speaker to brief the CAB was Dr. Linda Fargo. Dr. Fargo continued her discussion on how to enhance the CAB. Prior to the next meeting, invitations will be sent to community organizations that may not know about the CAB. CAB members are encouraged to provide names of community organizations they would like to invite to the next meeting. When the attendance rosters of previous meetings were examined, it was apparent that attendance was consistent, however, there are plans to add a few more members to the CAB. For those interested, or those who know someone who is interested in applying for membership, please contact Ron MacLelland at 606-2071. Additionally, Dr. Fargo reminded CAB members to consider giving an update about the IRP and other environmental programs on Vandenberg to other meetings they may attend. Lastly, Dr. Fargo prompted members to designate an alternate to attend meetings in their absence, and to give Ron MacLelland the name and phone number of that alternate by the next meeting. All were encouraged to bring a friend to the next CAB meeting.

Following the presentations, members had a chance to see and test drive an Electric Vehicle courtesy of Vandenberg's EV program.

The meeting was adjourned at 1200. The next CAB meeting is tentatively scheduled for September 2001.