FFID: CA917302478300
Size: 1,603 acres
Mission: Provide services and materials to support operations of the Third Marine Aircraft Wing; provide operations training facility support; operate helicopter outlying fields and maintain area landing sites; operate air traffic control facility; provide weather support
HRS Score: NA
IAG Status: Federal facility site remediation agreement signed in August 1999
Contaminants: VOCs, dichloroethane, dichloroethene, trichloroethene, trichloropropane, BTEX, naphthalene, petroleum hydrocarbons, pentachlorophenol, and MTBE
Media Affected: Surface water, groundwater, and soil
Funding to Date: $44.1 million
Estimated Cost to Completion (Completion Year): $36.7 million (FY2015)
Final Remedy in Place or Response Complete Date for BRAC Sites: FY2009
Five-Year Review Status: NA

Tustin, California

Restoration Background

In July 1991, the BRAC Commission recommended closure of Tustin Marine Corps Air Station with retention of the family housing and related personnel facilities to support El Toro Marine Corps Air Station.

Studies since FY85 have identified 16 CERCLA sites, 278 areas of concern (AOCs), 129 underground storage tank (UST) sites, and 25 aboveground storage tank sites.

Two phases of a three-phase RCRA facility assessment (RFA) have been completed. Interim remedial actions completed at the installation include removal of USTs and construction of a drainage system. In FY92, 39 tanks were removed at the fuel farm; 30 more tanks were removed in FY93. A BRAC Cleanup Team (BCT) was formed in FY94.

In FY95, the installation began engineering evaluations and cost analyses for three sites. Contaminated soil was removed from the fuel farm. The installation began a parcel-specific environmental baseline survey (EBS).

In FY96, remedial investigation and feasibility study (RI/FS) fieldwork was completed at Operable Unit (OU) 1, OU2, and OU3; a draft RFA was issued for 15 sites; and the final Phase III RFA was issued. Remediation was completed at the fuel farm, and a draft land reuse plan was submitted for approval.

During FY97, removal actions for AOC MWA-3 and Sites 2, 9, and 13W were finished; expanded site inspections were completed for five sites; the final RI/FS was issued for OU3; and a landfill containment presumptive remedy was implemented. The BCT reviewed a draft Record of Decision (ROD) for OU3.

In FY98, the BCT accepted the final RI for OUs 1 and 2. The latest version of the BRAC cleanup plan was issued. The Tustin spur of the JP-5 jet fuel supply line was closed in place.

In FY99, a new operable unit, OU4, was formed, comprising 11 groundwater sites that were formerly part of OU2. The FS for OU2 was completed, and the draft proposed plan (PP) was released. All USTs were removed, and cleanup of 15 RCRA sites (AOCs) was completed. The three RCRA Part B permitted storage facilities were closed out. Another 42 AOCs received no further action (NFA) concurrence from the BCT, and a draft CERFA basewide EBS was issued. A federal facility site remediation agreement was signed.

A Restoration Advisory Board (RAB) was formed in FY94. RAB meetings have been held bimonthly.

FY00 Restoration Progress

The installation completed the PP, and the NFA ROD was signed, for OU2. The pilot study work plan for Site 6 was initiated. An amended action memorandum and a draft closure report for Site 9A/9B were issued. The methyl tert-butyl ether (MTBE) plume at UST Site 222 was delineated. The business plan was updated.

The planned OU1 FS was delayed due to the significant commingling of the trichloropropane (TCP) and MTBE plumes. OU1 was thus split into OU1A (Site 13 South) and OU1B (Sites 3 and 12). A time-critical removal action (TCRA) to contain the TCP plume at OU1A will be initiated to allow the FS process for OU1B to continue. The planned corrective action plan (CAP) for the MTBE plume has been delayed until the commingling of the MTBE and TCP plumes at OU1A has been addressed.

The final ROD for OU3 was delayed due to a Land Use Covenant issue with the state regulator. Post-ROD draft documents for OU3 were initiated. The OU4 focused feasibility study (FFS) was delayed because of additional risk analysis required by the state regulator. Of the original 287 AOCs, 189 have received NFA designations, 3 have achieved remedy-in-place status, 70 are being reviewed by regulators for NFA designations, and the remaining 25 require additional evaluation/fieldwork. The estimated cost of completing environmental restoration at this installation has changed significantly because of estimating criteria issues.

Plan of Action

- Initiate a TCRA to contain the TCP plume at OU1A in FY01
- Finalize the FS for OU1B and initiate the PP and ROD in FY01
- Issue final ROD for OU3 and implement post-ROD activities in FY01
- Complete the FFS for OU4 and the pilot study for Site 6 in FY01
- Issue a CAP and begin to treat the MTBE plume in FY01

BRAC Sites Achieving RIP or RC Per Fiscal Year