

Community Involvement Plan

FORMER SCHILLING AIR FORCE BASE SALINA, KANSAS

KDHE ISL# C5-085-03013

AUGUST 2014



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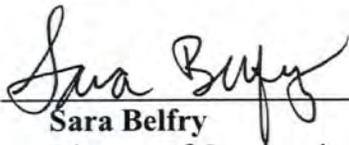
KDHE Mission: *To protect and improve the health and environment of all Kansans.*

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FORMER SCHILLING AIR FORCE BASE
SALINA, KANSAS**

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KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT

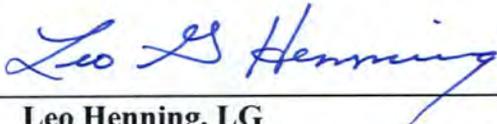
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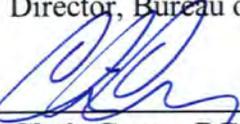
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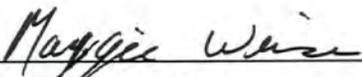
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LIST OF ACRONYMS AND ABBREVIATIONS

AOI	Area of Interest
BER	Bureau of Environmental Remediation
CAFO	Consent Agreement and Final Order
CIP	Community Involvement Plan
CRP	Community Relations Plan
DoD	Department of Defense
FS	Feasibility Study
FTBA	Fire Training Burn Area
FUDS	Formerly Used Defense Site
KDHE	Kansas Department of Health and Environment
KPL	Kansas Power and Light
OU	Operable Unit
PP	Proposed Plan
RI	Remedial Investigation
ROD	Record of Decision
SAA	Salina Airport Authority
SI	Site Inspection or Site Investigation
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tanks
VOC	Volatile Organic Compound

1. Overview of the Community Involvement Plan

The Kansas Department of Health and Environment (KDHE) as the lead regulatory agency in conjunction with support from the Salina Public Entities (City of Salina, Kansas; the Salina Airport Authority; Unified School District No. 305 of Saline County, and Kansas State University [including the Kansas Board of Regents]) developed this Community Involvement Plan (CIP) in accordance with the Consent Agreement and Final Order (CAFO) for the environmental contamination at the former Schilling Air Force Base (Schilling), Bureau of Environmental Remediation (BER) File No. C5-085-03013, CAFO Case No. 12-E-21 BER. This CIP has been prepared to aid KDHE and the Salina Public Entities in developing a community relations program tailored to the needs of the community affected by remedial activities at Schilling. Significant program milestones and events at Schilling warrant this 2014 CIP replacing a 2004 Community Relations Plan (CRP) prepared by the United States Army Corps of Engineers (USACE). KDHE will utilize the community involvement activities outlined in this plan to ensure that residents are routinely informed and are provided with opportunities to be involved in the cleanup process.

USACE previously conducted community relations activities to provide information to the public on the progress of the remedial activities at Schilling and to obtain input from the local public on decisions regarding remedial activities. Per a negotiated agreement, the United States Department of Justice, Salina Public Entities, and KDHE have agreed that the Salina Public Entities will conduct a Remedial Investigation/Feasibility Study (RI/FS) to collect information necessary to develop a Proposed Plan (PP) and complete a Record of Decision (ROD) for Schilling. This information program is designed to maintain communication with the surrounding community, to be flexible, and to allow response to varying levels of interest.

The CIP presents an overview of the RI/FS, Proposed Plan and ROD process and explains how the Salina Public Entities obtained the leadership role in this process. It also covers Schilling's history, description, and location. The CIP briefly describes each of the contaminated sites as well and how they will proceed from the RI/FS to the Proposed Plan and ROD. The CIP lists the organizations and community surrounding the installation and describes their involvement in the progress of restoration. The Final CIP will be submitted to the Schilling Information Repository at the Salina Public Library, 301 West Elm, Salina, KS, 67401.

KDHE utilized several sources to develop this plan, including community interviews and site files. KDHE will oversee the implementation of the community involvement activities outlined in this Plan. This Plan provides a general framework for the communication goals and efforts for the Site and may be modified to reflect developing community interests and/or informational needs.

2. Site Information

2.1. Site Description

Schilling is a Formerly Used Defense Site (FUDS) located four miles south of the intersection of I-70 and I-135, on the southwest side of the city of Salina, Saline County, Kansas (Site Location Map, page 25). Schilling occupies all or part of Sections 22, 27, 32, 33, and 34 of Township 14 South, Range 3 West; and Sections 3 and 4, Township 15 South, Range 3 West. The former Schilling housing is located in Section 35, Township 14 South, Range 3 West; and Section 2, Township 15 South, Range 3 West. The facility is approximately 2 miles wide from east to west and 3 miles long from north to south along the primary runway.

The Salina Regional Airport, which is owned by the City of Salina and operated by the Salina Airport Authority, occupies a significant portion of Schilling; industrial, aviation, military, and educational facilities are also present. Residential housing is located directly east of Schilling; the surrounding land to the west and south, and some open land inside the facility boundary, is used for agriculture.

Schilling is divided into three operating units (OUs). OU-1 includes the northeastern portion of the facility, which now includes part of the Salina Regional Airport, Kansas State University-Salina and residential properties. OU-2 includes the southeastern portion of the facility and former fire training area, as well as part of the Salina Regional Airport and residential properties. OU-3 includes the western portion of the facility and contains runways, three former landfills and other miscellaneous sites.

2.2. Site History

Construction of the Smoky Hill Army Airfield, as Schilling was originally named, began in April 1942 on 2,600 acres southwest of the Salina urbanized area. Operations began in December 1942 with the arrival of Boeing B-17 Flying Fortresses (Burns & McDonnell, 1996). During World War II the airfield was used as a processing and staging area for heavy bombardment units going overseas, with B-17s and B-29s operating from the airfield.

The name of the base was changed to the Smoky Hill Air Force Base in January of 1946. It was deactivated in August 1949 and a skeleton crew was stationed there for maintenance purposes. As a result of the Korean conflict, the base was reactivated in 1951 and B29s of the Strategic Air Command began operations in 1952. Later on the 310th and 40th Bombardment Wings were stationed at the base; each wing consisted of 45 B-47 jet bombers and 20 four engine KC-97 aerial tankers (Burns & McDonnell, 1996).

Another name change occurred in 1957, when the base became known as the Schilling Air Force Base. In 1959, the Department of Defense (DoD) began a major renovation of Schilling and construction of a 12-silo Atlas F intercontinental ballistic missile complex. During 1960, the base was reconstructed to prepare the runways and taxiways for the next generation of bombers and tankers, namely the B52 and KC-135.

On November 19, 1964, the DoD announced that Schilling would close. At that time the base was home to approximately 5,090 personnel. Within the next six months, all planes and personnel were relocated, including the Atlas F and Nike missile squadrons. Schilling was officially closed on June 30, 1965; however, closure was not complete until 1967. The Salina

Airport Authority began operating the airport, then known as the Salina Municipal Airport, in 1966.

2.3. Wildlife and Vegetation

Wildlife

Currently, the majority of Schilling is industrial with some minor agricultural and residential areas. Prairie wildlife species capable of adapting to developed conditions and human activity, such as coyote, raccoon, and a variety of reptiles, amphibians, and songbirds are known to occur throughout Schilling.

There are six state and/or federally listed endangered species that are thought to inhabit Schilling. There also are additional species classified as threatened. Table 2-1 below lists the endangered and threatened species (KDWP, 2011).

Saline County Endangered and Threatened Species

Name	State Listed	Federally Listed	Type
American Burying Beetle	Endangered	Endangered	Insect
Bald Eagle	Threatened	Threatened	Bird
Eastern Spotted Skunk	Threatened	Not Applicable	Mammal
Eskimo Curlew	Endangered	Endangered	Bird
Least Tern	Endangered	Endangered	Bird
Peregrine Falcon	Endangered	Not Applicable	Bird
Piping Plover	Threatened	Threatened	Bird
Snowy Plover	Threatened	Not Applicable	Bird
Topeka Shiner	Threatened	Endangered	Fish
Whooping Crane	Endangered	Endangered	Bird

Vegetation

Schilling and the surrounding area lie within the transitional zone between the tall-grass prairies of eastern Kansas and the mixed prairies of central Kansas. Prior to European settlement, the area consisted of open prairies. Due to the extensive modification of the land to accommodate base activities and later industrial activities, there are no natural mixed prairie communities remaining within Schilling.

3. Identification of Remedial Investigation Sites

Most all of the areas included in this document were investigated by USACE during a series of Remedial Investigations (RIs) in 2003 through 2007. These areas were identified as priority areas during discussion with the KDHE and numerous stakeholders. However, additional areas could be added to the overall clean up strategy if future investigations identify contaminants above their respective risk-based action levels. Multiple areas within the three operable units are being investigated as part of the RI being conducted by the Salina Public Entities.

3.1. Operable Unit-1 (OU-1)

Liquid Oxygen Plant (LOX)

The LOX Plant area is located in the northeast portion of OU-1, east of Centennial Road and south of the current intersection of Centennial and Tony's Road. Two buildings are located within the LOX Plant area. A building is also located within the lot southwest of the LOX Plant. Concrete pavement for driving and parking is located around the buildings (USACE OU-1, 2007).

Building 837 and Former Building 847

The Building 837 and former Building 847 area lies in the west-central portion of OU-1, east of Rein Road, north of Hayes Road, and south of Crompton Road. Currently the KSU Technology Center occupies Building 837 and a new building overlies the footprint of former Building 847. A concrete parking lot is present to the west of Building 837. The area north of Building 837 and the KSU Technology Center is grass covered. The area is relatively flat. Surface water flows northward through swales until it enters Tony's Road Ditch (USACE OU-1, 2007).

Groundwater Plume Areas

VOC-contaminated groundwater is present beneath much of OU-1. TCE is the primary contaminant present in the groundwater with degradation products of TCE, including cis-1,2-DCE and vinyl chloride also present. Other VOCs detected at limited locations include 1,1-dichloroethene, 1,2-dichloropropane, carbon tetrachloride, methylene chloride, 1,2-dichloroethane (1,2-DCA), benzene, chloroform, and PCE. Multiple sources for the groundwater contamination are known, with other sources potentially present. During the field activities for the 1998 SI and 1999 RI, groundwater beneath the areas in OU-1 was grouped into one single area called Area of Interest (AOI) 99. AOI 99 included the groundwater medium from General Jim Road northward and from the north/south runway eastward. During the 2005 RI, the groundwater plume was divided into four study areas and described as such. For the OU-1 RI Addendum/FS, groundwater contamination at OU-1 was divided into areas based upon plume configuration (USACE OU-1, 2007).

Plume Area A

Plume Area A is located in the southwest portion of OU-1. The highest TCE concentration for Plume Area A is at Monitoring Well 99M04 which is down-gradient from Aircraft Wash Area No. 1 and up-gradient of the Jet Engine Repair Hangar and Aircraft Wash Area No.2. Plume Area A extends to the east southeast and to the north (USACE OU-1, 2007).

Plume Area D

Plume Area D is located in the north central and northeast portion of OU-1 and northeast of Plume Area C. The highest TCE concentration for Plume Area D was collected from a direct-push groundwater sample north of the former LOX Plant. Plume Area D extends eastward and then northeast on the eastern side of Interstate I-35 (USACE OU-1, 2007).

Plume Area E

Plume Area E is located in the southeast portion of OU-1 and east of Plume Area A. It is possible that Plume Area E is an extension of Plume Area A. Plume Area E was determined using direct-push data. Plume Area E extends to the northeast (USACE OU-1, 2007).

The following areas in OU-1, although not specifically identified in the RI scope of work, have been the subject of historical investigations.

Plume Area B

Plume Area B is located in the southwest portion of OU-1 and northeast of Plume Area A. The highest TCE concentration for Plume Area B is at Monitoring Well 99MI3 located at the Fuel Tank Maintenance Hangar Area. Plume Area B extends to the east and northwest (USACE OU-1, 2007).

Plume Area C

Plume Area C is located in the west central portion of OU-1 and north of Plume Area B. The highest TCE concentration for Plume Area C is at former Monitoring Well 99M24 located north of Building 837 and former Building 847. Plume Area C extends to the east beneath Landfill No.2 and to the northeast towards the former LOX Plant (USACE OU-1, 2007).

Jet Engine Repair Hangar and Aircraft Wash Area #2

The Jet Engine Repair Hangar and the Aircraft Wash Area No.2 are located in the southwest portion of OU-1, east of the north-south runway and Taxiway A2, south of Aircraft Wash Area No. 1, and west of Low Avenue. This area consists of the Jet Engine Repair Hangar (Building 606) and the Aircraft Wash Area No.2 which is located between Building 606 and 626. The area around the hangar is relatively level, mainly covered with asphalt with some small grass areas, and fenced along the south portion. The Aircraft Wash Area No. 2 is relatively level and paved with asphalt. Surface water drains to storm sewer inlets that drain into Scanlan Ditch (USACE OU-1, 2007).

Sewage Treatment Plant and Landfill

The Sewage Treatment Plant and Landfill area is located in the southeast portion of OU-1. It was originally bounded by Centennial Road on the west and south and railroad tracks to the east. In recent time, Centennial Road was moved over the southwest portion of the Sewage Treatment Plant Area. A concrete plant consisting of two buildings, batch plant equipment, and gravel/sand bins is present in the northern portion of the area. Concrete pavement is present around the concrete plant. A sewage lift station is present in the southern portion of the area. The area around the sewage lift station has grass cover. The area is relatively flat and drains northward into Derussy Ditch and eastward into Centennial Ditch (USACE OU-1, 2007).

Pumphouse No. 3

Former Pumphouse No. 3 is located in the southwest corner of OU-1, between Buildings 509 and 606 on the eastern edge of the apron and adjacent to Taxiway A(2). There are currently no structures on the area. The area is flat and grassed with some concrete pavement present. Drainage is inward to a storm drain that empties into Centennial Ditch (USACE OU-1, 2007).

Building 655

Building 655 is located in the south central portion of OU-1, north of General Jim Road and west of Scanlan Avenue. Pavement is present north and west of the building. To the east is a small grassed area and a parking lot. Grass and a small paved loading dock area are present to the south of the building. The site is relatively flat. Drainage is to the north towards Derussy Ditch (USACE OU-1, 2007).

Above Ground Storage Tanks

The Former Aboveground Storage Tanks area is located in the southern central portion of OU-1, between Ganey Road to the south and Lucas Road to the north and is bisected by Scanlan Avenue. The area was the location of two former aviation gasoline ASTs. Tank AG-5 was located on the eastern side of Scanlan Avenue and Tank AG-6 was located on the western side. A building with a parking lot is located on the western portion of the area and the eastern portion is an empty grass-covered lot. The area is relatively flat. The surface water in the western portion of the area flows northward towards Derussy Ditch. The surface water in the eastern portion of the area flows overland northeastward, then northward into Derussy Ditch (USACE OU-1, 2007).

Boiler Plant and Heating Oil Tank Area

The former Boiler Plant and Heating Oil Tank Area is located in the southeast portion of OU-1. The area overlays Centennial Road and Berschel Avenue, and is south of Beechcraft Road and north of Scanlan Avenue. This area overlaps with the Sewage Treatment Plant Area and Landfill discussed on page 9. The area is grass covered with two paved streets (Centennial Road and Berschel Avenue) present. The area is relatively level with surface water draining towards Derussy Ditch to the north of the area (USACE OU-1, 2007).

Aircraft Wash Area No. 1

Aircraft Wash Area No. 1, a former DoD aircraft wash rack, is located in the southwest portion of OU-1. It is located west of Scanlan Avenue, north of Ohlke Road, and east of Taxiway A(2). The wash rack area is paved with concrete. The rest of the area is grass covered. The Aircraft Wash Area No. 1 is relatively flat with surface water draining to the north central portion of the area where it enters Scanlan Ditch (USACE OU-1, 2007).

Former Base Motor Pool

The Former Base Motor Pool is located in the south central portion of OU-1; it is located between Derussy Road to the south, Beechcraft Road to the north, Centennial Road to the east, and Scanlan Avenue to the west. There are currently three buildings at the area. The majority of the area is paved with grassed areas only along the outer drainage swales. The area is relatively flat. Surface drainage in this area is directed east and west into swales alongside Centennial

Road and Scanlan Avenue, then northward into Scanlan Ditch (USACE OU-1, 2007).

AST Area and Suspect Tank Sludge Burial Sites / Black Tar

The Aboveground Storage Tank Area consists of three ASTs and the Suspect Tank Sludge Burial Sites / Black Tar consists of five suspected "fuel tank sludge" burial sites, four of which are within or near the Aboveground Storage Tank Area. As the Suspect Tank Sludge Burial Sites / Black Tar are situated within the Aboveground Storage Tank Area, the constituents of concern for the two areas were combined and the two areas were investigated as one area.

The Aboveground Storage Tank Area and the Suspect Tank Sludge Burial Sites / Black Tar are located in the southern central portion of OU-1, east of Centennial Avenue, north of Derussy Road, south of Magnolia Road, and west of the Burlington Northern Railroad. The area is grass covered with berms present around the three ASTs. Drainage outside of the bermed area flows southward to Derussy Ditch (USACE OU-1, 2007).

Fuel Tank Maintenance Hangar Area

The Fuel Tank Maintenance Hangar Area lies in the southwestern portion of OU-1, north of Beechcraft Road, south of Neeley Road, east of the north-south runway, and west of Scanlan Avenue. The area consists of the Fuel Tank Maintenance Hangar (Building 724), the apron area north of Building 724, the Kansas State University-Salina Aeronautical Center (Building 1245) and Building 723, located south of Beechcraft Road. Building 724 is located south of the apron area and Building 1245, the KSU-Salina Aeronautical Center, is located on the north side of the apron area. The classroom portion of the Aeronautical Center is located on the west side, and the maintenance / hangar portion on the east side of the building. The maintenance/ hangar portion of the building has a ventilation system under the floor to vent VOCs detected under the building. This portion of the building was constructed on approximately 26 inches of fill to bring the building to grade. The apron area is paved. The eastern portion of the area is grass covered. The area is relatively flat and drains to the southeast into Scanlan Ditch (USACE OU-1, 2007).

Landfill No. 2, Suspect Tank Sludge Burial Site, Burial Disposal Vault

Landfill No. 2 is located in the northeast portion of OU-1, east of Centennial Road and north of Magnolia Road. It is bounded by Centennial Ditch and the Burlington Northern Railroad to the east. Commerce Circle is located in the northern portion of Landfill No.2. The Suspect Tank Sludge Burial Site consists of five suspected "fuel tank sludge" burial sites, one of which is suspected to be within Landfill No. 2 and four which are suspected to be in the Aboveground Storage Tank Area. As the Suspect Tank Sludge Burial Site lies within Landfill No. 2 and the constituents of concern for the Suspect Tank Sludge Burial Site are also constituents of concern for Landfill No.2, these two areas are summarized together in this section. Based upon Schilling records, two buried radar tube disposal vaults were present at one time. The exact locations of these vaults are unknown, but one possible location for one of the vaults was in OU-1 in the southeastern portion of Landfill No. 2 (USACE OU-1, 2007).

3.2. Operable Unit – 2 (OU – 2)

North Zone

During previous investigations, three areas (the Hobby Auto Shop and Photographic Shops

Areas, Maintenance Area, and Base Engineering Area) within the North Zone were investigated due to potential environmental impacts related to past Schilling activities. Their histories are summarized below.

The Hobby Auto Shop and Photographic Shops Area consisted of a former hobby auto shop and two former hobby photographic shops located in the northwest portion of the OU-2 North Zone. Building 517, which housed the former hobby auto shop, is still present to the west of Arnold Avenue. Former Buildings 56 and 516 were reportedly used as hobby photographic shops. Former Building 56 was located to the east of Arnold Avenue and south of the water tower and Former Building 516 was located west of Building 517. The workshops were available during DoD operations at Schilling for woodworking, personal vehicle maintenance, ceramics, photography, and other hobbies.

The Maintenance Area was the original base maintenance area when the base was built in 1942 and was used for a variety of activities, including vehicle service, plumbing, electrical, sheet metal work, and painting. The Maintenance Area is located between Scanlan Avenue to the west, General Jim Road to the north, Berschel Avenue to the east, and Sutherland Road to the south. Base maps from 1942 and 1945 show twelve buildings in this area. These buildings are also visible on 1946 aerial photographs but were later demolished. The Schilling Master Plan (1955) indicates that barracks were built at this location in 1952, dating the removal of the maintenance buildings to sometime between 1946 and 1952. Most of these barracks have subsequently been demolished. As of 2007 three barracks were used as apartment buildings and were separated by grassy areas (USACE OU-2, 2007).

The Base Engineering Area was formerly used for base vehicle maintenance activities. The Base Engineering Area is bounded on the north by General Jim Road, on the east by Centennial Road, and on the west by Berschel Avenue. The area was previously investigated due to a suspected herbicide spill while Schilling was operational. The amount, type, and surficial area affected by the spilled herbicide is unknown. A building is currently present at the area and the lot is owned by SAA (USACE OU-1, 2007).

Central Zone

The Central Zone is located in the central portion of OU 2; it is bounded by Sutherland Road to the north, Bailey Road to the south, Taxiway A to the west, and Dry Creek to the east. Seven previously investigated areas (Hangar 1 Area, Auto Wash Area, Former Pumphouse No. 1, Pumphouse No. 2, Base Photographic Laboratory, Solvent Detect Areas, and the Kansas Power and Light (KPL) Sampling Site) are located within the OU-2 Central Zone.

The Hangar 1 Area is located between Arnold Avenue and Taxiway A and north of Jumper Road and south of Schilling Road. Hangar 1 (Building 750) was built in 1942 as part of the original base. (Note that building numbers in this paragraph are the first set of Schilling building numbers. The buildings were renumbered in the 1950s). It was used for aircraft maintenance during World War II. Hangar 1 is present on a December 1959 aerial photograph of Schilling, but an October 1965 aerial photograph only shows the foundation. Based upon a 1943 list labeled "Historical Records" and the 1943 Base Map, an alert building (Building 703) was located north of Hangar 1 and oil houses (Buildings 704 and 751) were located east and northeast

of Hangar 1. A fire station (Building 639) was located immediately south of Hangar 2 and north of Hangar 1. A navigation trainer complex (Buildings 645, 646, 647, 648, 649, and 653) was located northeast of Hangar 1. On the 1943 base map, Buildings 700 and 640 are also present between Hangars 1 and 2, but are not included on the 1943 list. All of these buildings were demolished either during or post-Schilling operations. The area is currently owned by SAA and is used for light industry.

The Auto Wash Area was located between Arnold Road and Taxiway A and directly south of Jumper Road, south of the Hangar 1 Area. A truck parking area and auto wash area are visible on 1959 aerial photographs. During a 1995 visit, a concrete drive was observed with water spigots along the west side of the drive area and a curb on the north edge of the wash area. A separator with two grates was located in the grass-covered area north of the pavement. The Auto Wash Area is currently owned by SAA and is a grassed lot.

Former Pumphouse No. 1 was the southernmost pumphouse in a series of seven aircraft fuel pumphouses at Schilling. Former Pumphouse No. 1 was located to the east of Taxiway A, west of Arnold Avenue, and south of Jumper Road. The seven pumphouses were constructed in 1953 and were interconnected by transfer piping to the other pumphouses and a bulk fuel storage facility located on the eastern side of Schilling. Pumphouse No. 1 supplied jet fuel from six 25,000-gallon underground storage tanks (USTs) and also had a 1,750-gallon floor overflow UST. Pumphouse No. 1 served three fueling hydrants. Fuel truck parking was observed east of the pumphouse on 1957 and 1959 aerial photographs. The USTs were removed and Pumphouse No. 1 was demolished in 1994. The area is currently owned by the SAA and is grassed with no buildings.

Pumphouse No. 2 was the next to southernmost pumphouse in a series of seven aircraft fuel pumphouses at Schilling. Pumphouses Nos. 1, and 3 through 7 were removed in 1994. Pumphouse No. 2 is located east of Taxiway A, west of Arnold Avenue, north of Schilling Road, and south of Summers Road. Pumphouse No. 2 is located within the fenced area of the airport, approximately 1,500 feet north of Pumphouse No. 1. Pumphouse No. 2 supplied jet fuel from six 50,000-gallon USTs storing jet fuel and also had a 1,750-gallon floor overflow UST. Pumphouse No. 2 and associated USTs remain in place and are operated by SAA.

The Base Photographic Laboratory is located northeast of the intersection of Scanlan Avenue and Jumper Street and was used to produce reconnaissance photographs. The surrounding area was utilized for base housing and physical training. A 1955 Schilling Information Folder shows the Base Photographic Laboratory on the northeast corner of 8th and D Streets (currently Jumper Street and Scanlan Avenue, respectively). The building was constructed in 1953 and an extension was added in 1957. It is present on a 1974 aerial photograph. On 1986 aerial photographs, the building appears to be incorporated in the Tony's Pizza facility. The building and area are currently owned by Schwans Food Manufacturing Inc.

The Solvent Detect Areas are comprised of two areas located northwest and southeast of the intersection of Summers Road and Centennial Road. These areas were investigated after VOCs were detected in groundwater samples during a Phase II Site Assessment. Based on 1946 aerial photographs, these areas were initially used for vehicle storage. In the late 1950s, a gas station and Base Exchange Service Station were constructed in one of the two solvent detect areas and

truck weighing scales were constructed in the other area. The areas are currently owned by SAA and consist of parking lots partially covered with gravel.

The KPL Sampling Site is located approximately 400 feet north of Schilling Road, east of the railroad tracks, west of Foxboro Drive, and approximately 100 feet east of the former property line of Schilling. East of the KPL sampling site was the base housing. The property acted as a buffer zone between base housing and railroad tracks on the east margin of Schilling. Aerial photographs from 1957 show the KPL site was used as a temporary material stockpile for the construction of base housing. Prior to the transfer of the property to KPL, the site was used for a baseball field. The KPL Sampling site is currently owned by Western Resources Inc and is used as a transformer station. (USACE OU-2, 2007)

South Zone

The OU-2 South Zone is located in the southern portion of OU-2. It is bounded by Bailey Road to the north, Water Well Road to the south, the N-S Runway to the west, and Centennial Ditch to the east. The former Fire Training Burn Area (FTBA) is located within the OU-2 South Zone.

Asphalt and concrete predominate in the vicinity of buildings within the OU-2 South Zone. In the undeveloped areas between buildings, grass is the primary groundcover. The buildings are east of and hydraulically down-gradient of the former FTBA. The former FTBA itself is currently grass-covered. The OU-2 South Zone area is relatively flat and drains either northward or southward into Ordnance Ditch. The FTBA area slopes gently to the northeast, draining northward to east-west trending Ordnance Ditch. Surface water in Ordnance Ditch flows eastward into north-south trending, north-flowing Centennial Ditch.

During previous investigations, the only area investigated within the South Zone due to potential past Schilling operations was the FTBA. The FTBA occupied approximately four acres. The area is located approximately 1,200 feet south-southwest from the south end of the main north-south runway. Off-specification fuel was burned and extinguished in this area in connection with fire training exercises during Schilling operations. Chlorinated solvent waste may have been mixed in with the off-specification fuels. Carbon tetrachloride is known to have been used in fire extinguishers at the base. In addition, ordnance was occasionally detonated at this location for demonstration purposes. The FTBA is not evident in 1946 and 1952 aerial photographs; however, a 1957 aerial photo shows two partial aircraft being used for training and at least three trenched areas. Several sheds or large boxes, and stockpiled materials, are also visible. A small pit appears to be located between the aircraft and the trenches. The 1959 and 1965 aerial photographs indicate that the facility was still in operation; however, a 1970 aerial photograph indicates that the burn area had been graded and covered with grass. (USACE OU-2, 2007)

3.3. Operable Unit -3 (OU-3)

Landfill No. 1 and Gully West of Landfill No. 1 (AOI 1)

Common Landfill #1 (LF#1) is believed to have been used from the late 1950s to approximately 1961. It is believed to be located approximately 700 feet west of the south end of runway 17-35. However, the exact limits of the landfill are unknown. The estimated boundaries shown are based on reviews of aerial photographs and discussion with SAA personnel that the landfill

covers approximately nine acres of land (approximately 500 ft x 750 ft). A wide variety of waste material was reportedly brought to the landfill where it was burned first and the remaining material buried. A gully with rusted drums and a metal fuel line lying on the surface of the ground is located approximately 290 ft west of LF#1. The gully area measures approximately 90 ft by 135 ft. The source of the drums and fuel line and the time when they were placed there are not known (USACE, 1996).

Debris Landfill (AOI 10)

This former landfill is located in the northwest portion of OU-3 and encompasses approximately 31 acres. Surface water, sediment and groundwater were sampled during the USACE SI; 1,2-Dichloroethane and toluene were detected in groundwater (USEPA, 2001).

Former Landfill NO. 3 (AOI 3)

This site consists of three areas: a landfill, a pond and ditch, and a road. Primarily sanitary waste material was disposed of in the landfill; however, carbon tetrachloride, cyanide pellets, and fuel tank sludge (industrial waste) was also disposed in this landfill. A pond and ditch, built during the 1970s, possibly intersect the landfill. Bullet trap waste from an indoor firing range was used as fill material along the road. One soil and eight groundwater samples were collected during the RUST SI. The soil sample collected had no analytes above background levels and the KDHE Interim Soil Standards. The groundwater samples had solvents and metals present at elevated levels (USACE, 1996).

4. Community Background

4.1. Community Profile

The City of Salina is the county seat for Saline County in north-central Kansas. It was founded in 1858 and is the seventh-largest city in Kansas (City of Salina website). According to the U.S. Census Bureau, Salina's population as of the 2010 census was 47,707 and the median age was 36.4 years. The largest employment sector was educational, health and social services at 22.7%, followed by manufacturing (17.5%) and retail trade (12.9%). According to the Kansas State Department of Education, 2013-2014 enrollment in Unified School District No. 305 totaled 7,305 students.

4.2. History of Community Involvement

In general terms, the community is aware of Schilling's history, its role as a former DoD facility, and its current use as the regional airport. The community is also aware that past activities at Schilling have caused impacts to the environment and potentially to public health. Residents have voiced concerns regarding the risks posed by the contaminants found on site and want to ensure that progress continues toward cleanup of the site. However, the degree of specific interest and knowledge regarding the site does vary widely among Salina residents. Their view of progress made to date varies, from not being aware to feeling that progress has been slow but steady.

Community awareness of Schilling's history and environmental conditions has been facilitated by years of coverage in The Salina Journal as well as numerous public meetings and notices dating back to USACE's active involvement at the site. Information regarding the site and site activities has also been communicated by state and city government entities and by civic organizations. Residents have expressed interest in frequent interaction with these entities through electronic communications (websites, social media and email) as well as broadcast and print media. Residents also expressed interest in participating in the cleanup process through attending public meetings, reviewing site documents, and submitting formal or written comments.

4.3. Key Community Concerns

The following statements summarize the concerns listed by survey respondents to date. These will be updated as residents provide input through meetings, surveys, and other means.

- The community is aware of Schilling and associated environmental impacts; however, they want more information regarding Site progress.
- The community is concerned that contamination migrating from Schilling may impact Salina's water supply.
- The community is also concerned about health effects from potential vapor intrusion into

buildings located above groundwater contaminant plumes.

- The community wants to ensure that adequate progress occurs in remediating Schilling.
- The community wants to learn more about the remedial process.

Site Awareness

Interview participants were aware of the site and that past DoD operations resulted in releases to the environment. Respondents were aware that site contaminants pose a risk to the city's water supply and that vapor intrusion is also a concern. However, knowledge of site-specific contaminants and the remedial process varies among participants.

Information Needs

Interview participants requested frequent (monthly) updates regarding site conditions and the cleanup process. Participants requested updates through a variety of means including public meetings, social/electronic media, broadcast, and print media. It was requested that public meetings be scheduled in the evening, preferably at an onsite location.

Communication between the Public and Government Officials

Responses from interview participants seem to indicate that there has been limited communication between the public and government officials. However, participants also indicated that KDHE and city/public entities have been the most effective in getting information to the public about environmental issues. Participants indicated they would like more frequent interaction with government agencies.

Health Concerns

Health concerns were most frequently addressed in the community interviews. Interview participants listed the following:

- Potential impact to the city's water supply;
- Health effects from potential vapor intrusion.

Timeliness of Cleanup

A participant indicated that work already conducted at Schilling appeared to be slow but steady. However, there is concern that progress continues toward remediation of the site.

4.4. Response to Community Concerns

Prior to development of this CIP, KDHE met with local community members and Salina Public Entities members to better understand community concerns and to obtain input on the future of the Site.

KDHE remains committed to the protection of human health and the environment and will work towards this goal ensuring that the community's concerns are addressed. As Site activities occur

and information becomes available, KDHE will notify the public through Site updates, press releases, and/or public meetings. Notification of public meetings will be accomplished through announcements in the newspaper and by updates to the web page. Notices will be placed in local papers at least a week prior to the public meetings. KDHE personnel will continue to address informal inquiries from residents and other interested parties.

4.5. Summary of Communication Needs

Based on information obtained through the community interview process and the public meeting held on November 20, 2013, the following list summarizes communication needs for the community regarding Schilling:

- Information regarding health risks posed by site contaminants;
- Information regarding the investigation and remediation process and timeline for remediation;
- Status updates regarding site investigation, remedy selection and implementation; and,
- Opportunities for participating in the process of reviewing and selecting a remedy.

5. KDHE's Community Involvement Program

The overall goal of KDHE's community involvement program is to promote meaningful and effective two-way communication between citizens and the KDHE and to provide opportunities for active involvement by the community in the cleanup process. KDHE will implement the community involvement activities described below. The following plan addresses the primary issues identified during the community involvement interview process.

5.1. The Plan

Issue 1: Keeping the public informed and up to date.

Activity A: Maintain the Administrative Record.

- Objective: To provide residents with a paper trail of all documents, resources, etc. used in reaching all decisions about the Site and its cleanup.
- Method: The Administrative Record for the Site is permanently maintained at the KDHE-Bureau of Environmental Remediation Main Office, 1000 SW Jackson, Suite 410, Topeka, KS 66612.
- Timing: The Administrative Record has already been established and will be continually maintained.

Activity B: Establish and maintain an Information Repository.

- Objective: To provide a convenient location where residents can go to read and copy official documents and other pertinent information about the Site and KDHE activities.
- Method: The repository is a reference collection of Site information from the Administrative Record file, other site-specific information, the CIP, and information regarding the general investigation and remedial process. The Schilling Information Repository is located at the Salina Public Library, 301 West Elm, Salina, KS, 67401.
- Timing: An information repository has already been established. KDHE will add new documents to the information repository as they become available.

Activity C: Maintain a mailing list for the Site.

- Objective: To facilitate the distribution of information to everyone who needs or wants to be kept informed about the Site.
- Method: KDHE will create a mailing list that includes all interested parties as solicited via public meetings and other community involvement activities. To the extent possible, KDHE will distribute information via email.

- Timing: KDHE has already created a mailing list and will review/revise it periodically to keep it current.

Activity D: Prepare and distribute Site fact sheets, newsletters, and/or technical summaries.

- Objective: To provide citizens with current, accurate, easy-to-read, easy-to-understand information about the Schilling Site.
- Method: All fact sheets, newsletters, and technical summaries will be distributed to all parties on the Site mailing list. In addition, copies will be available at the information repository and posted on the web page.
- Timing: KDHE will prepare and distribute fact sheets, newsletters, and technical summaries as needed. To the extent possible, email will be used to disseminate information to community members.

Activity E: Provide Site information on the Internet.

- Objective: To provide key resources for searching and listing both general and specific information about the investigation and cleanup process and the Schilling Site.
- Method: A Site Status Summary for this Site can be found at on KDHE's Identified Sites List website. Additional information can be found on the Schilling Site web page, currently under development, which may be accessed through the Environmental Use Control and Information Management Unit webpage:
<http://www.kdheks.gov/remedial/euc/index.html>
- Timing: Site Status Summaries will be updated monthly and the Schilling Site webpage will be updated periodically as new site-specific information becomes available.

Issue 2: Provide adequate and meaningful opportunities for community involvement.

Activity F: Hold public meetings, forums, and/or availability sessions.

- Objective: To update the community on Site developments and address community questions, concerns, ideas, and comments.
- Method: KDHE in coordination with the Salina Public Entities will schedule, prepare for, and participate in all forums and/or availability sessions. At least one week's notice of scheduled meetings will be provided. The KDHE Project Manager and other appropriate KDHE staff will attend.
- Timing: The first public meeting was held on November 20, 2013 at the Kansas State University – Salina campus in Salina. KDHE will hold other public meetings, forums, and/or availability sessions as appropriate.

Activity G: Make informal visits to the community.

- Objective: To help keep community members informed about the Site, while providing KDHE with feedback about Site activities and the community's opinions.
- Method: KDHE will establish a presence in the community through informal visits to talk with local residents.
- Timing: Throughout the entire investigation and cleanup process.

Activity H: Encourage the Establishment of a Community Advisory Group.

- Objective: To provide citizens with a meaningful way to become actively involved, and to provide KDHE with a viable means of discussing citizen concerns and attitudes.
- Method: KDHE may encourage formation of a Community Advisory Group and provide support as appropriate to facilitate its functions. KDHE may provide administrative support but will not be an active member.
- Timing: KDHE will post an announcement on the Schilling Site webpage to gauge interest and solicit participation in a Community Advisory Group in the near future. Based on the feedback received, KDHE will assist the interested parties, if any, in forming the group.

Activity I: Solicit comments during a Public Comment Period.

- Objective: To give community members an opportunity to review and comment on the draft Corrective Action Decision (CAD). This provides the citizens with meaningful involvement in the process and also provides KDHE with valuable information for use in making decisions.
- Method: KDHE will announce the comment period in local newspapers and KDHE webpages; announcements will include particulars on duration, how to make comments, where to submit comments, etc. KDHE will solicit comments on the draft CAD.
- Timing: The comment period will be announced in conjunction with the issuance of the draft CAD and will last a minimum of 30 days.

Activity J: Prepare and issue a Responsiveness Summary.

- Objective: To summarize comments received during the comment period, to document how KDHE has considered those comments during the decision-making process, and to provide responses to significant comments received.
- Method: KDHE will prepare a Responsiveness Summary as a section of the final CAD.

The Responsiveness Summary will summarize comments received and KDHE's responses. All information, both technical and non-technical, will be conveyed in a manner that is easily understood.

- Timing: KDHE will issue the Responsiveness Summary as part of the final CAD.

Activity K: Revise the Community Involvement Plan.

- Objective: To identify and address community needs, issues, or concerns regarding the Site or the cleanup remedy that are not currently addressed in this Community Involvement Plan.
- Method: The Revised Community Involvement Plan will update the information presented in the previous version of the Community Involvement Plan.
- Timing: KDHE will revise the Community Involvement Plan as warranted.

5.2. Time Frame Summary for Community Involvement Activities

ACTIVITY	TIME FRAME
Establish and maintain the Administrative Record	Completed, updates as needed
Establish and maintain Information Repositories	Completed, update as needed
Maintain a mailing list for the Site	Ongoing
Prepare and distribute Site fact sheets and technical summaries	As needed, at least annually
Provide Site information on the Identified Sites List (ISL) and via the Schilling Site-specific website	Status summaries available on the ISL updated monthly; website development is underway and will be updated as needed
Hold public meeting	Initial public meeting held November 2013, additional meetings will be held as appropriate
Hold public availability sessions and forums	As needed
Make informal visits to community	As needed
Encourage formation of a Community Advisory Group	As needed
Solicit comments during the Public Comment Period	In conjunction with issuance of the draft CAD
Prepare and issue a Responsiveness Summary	Following public comment period
Revise the Community Involvement Plan	As needed

6. References

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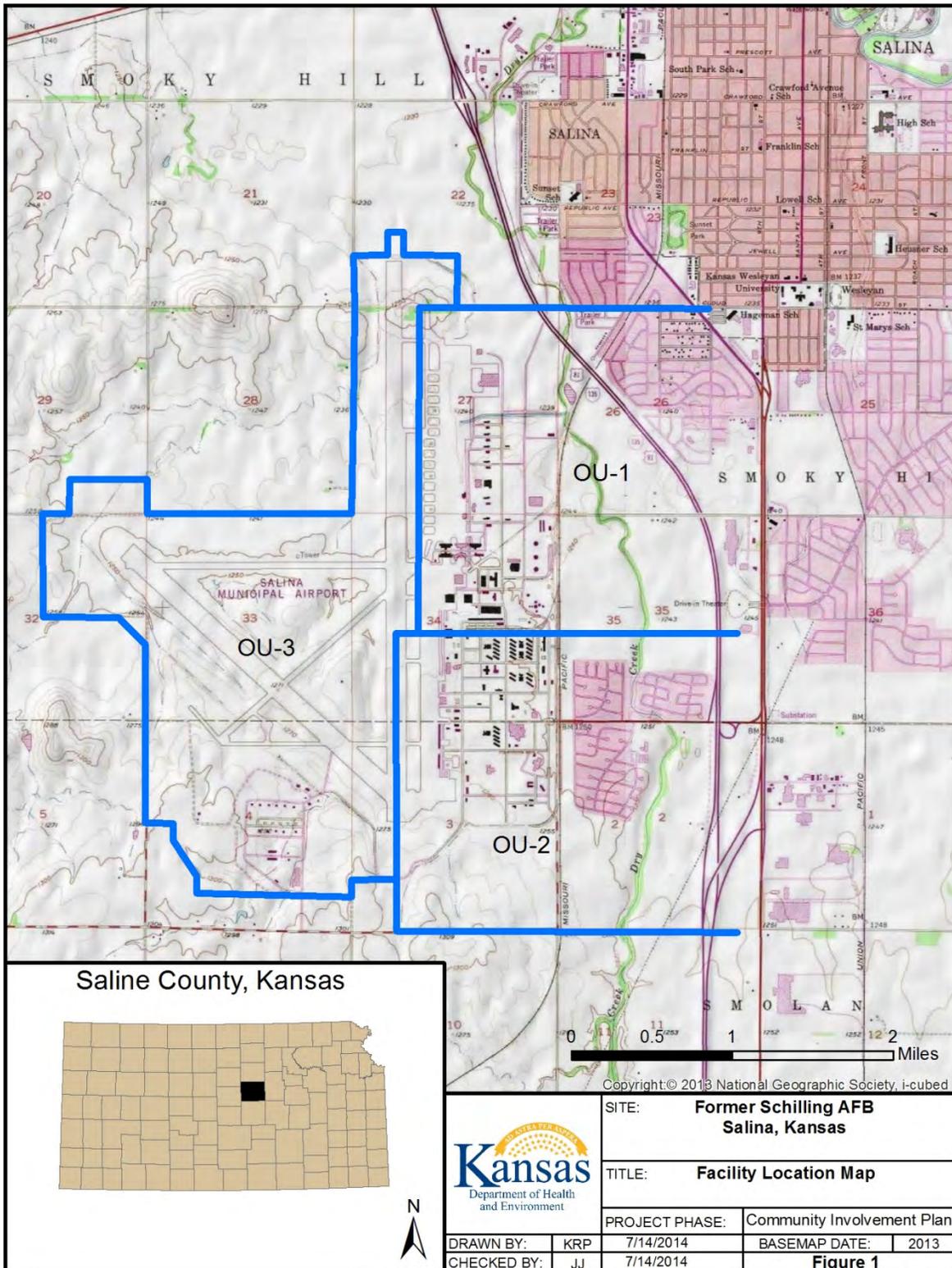
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Appendices

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