RAB Meeting Minutes
St. Paul Island, Alaska
September 13, 2007

9:10 AM – Called to order by Jason Bourdukofsky, Sr., Island RAB Co-Chair and At-Large Member

Mr. Bourdukofsky confirmed there was a quorum of RAB members present to conduct the meeting.

Attendees:

Jason Bourdukofsky, Sr., RAB Member, At-Large (Island RAB Co-Chair)
Bernie Denno, RAB Member (non-voting), NOAA (NOAA RAB Co-Chair)
Greg Gervais, NOAA
Ron Gouguet, NOAA
Elary Gromoff, alternate RAB member, Tanadgusix Corporation
Louis Howard, RAB Member (non-voting), State of Alaska Department of Environmental Conservation
Aquilina D. Lestenkof, RAB member, At-Large
Roger Marcil, Larson Consulting Group
Robert Melovidov, RAB member, Tribal Government of St. Paul Island
Karolina Pream, Booz Allen Hamiton (contractor to NOAA)
Mark Ridgway, RAB member (non-voting), U.S. Coast Guard
Julie Shane, alternate RAB member, Tanadgusix Corporation
Melvin Smith, alternate RAB member, The Aleut Corporation
Linda Snow, RAB member, City of St. Paul
Jim Wright, NOAA
Phillip Zavadil, RAB Member, Tribal Government of St. Paul Island

9:13 AM – Changes to Agenda

Review of past RAB meeting minutes was deleted from the agenda as NOAA erroneously left copies of the March 2006, November 2006, and June 2007 minutes on St. George Island. RAB members agreed to defer consideration of these minutes until the next RAB meeting.

9:15 AM – Abatement Update

- Mr. Denno briefed attendees on the status of the abatement buildings. Essentially all planned work was completed on the structures as of this past winter, except for teacher house 102 (TH102) where some electrical hazards and disagreements on responsibilities for mitigating the hazards caused post-abatement restoration work to be postponed.
- Mr. Gervais clarified that NOAA and TDX agreed to perform electrical and restoration work on TH102 this fall. NOAA entered into a fixed price contract with Bering Sea Eccotech (BSE) to conduct NOAA's work. NOAA's money is obligated to the contract.

NOAA and BSE expect the work will be completed this fall to restore the building for occupancy.

- Mr. Gromoff asked whether there are enough funds to finish the work this time. Mr. Gervais clarified the money is obligated and the contract is fixed price, so there's every expectation that the work will be completed within scope and budget.
- Mr. Gervais summarized the technique used by BSE's abatement subcontractor, Arrowhead, for encapsulation and enclosure of remaining asbestos fibers in crawlspace dirt at teacher house 102, teacher house 103, and the Headstart Building. Arrowhead removed garbage from the crawlspaces. Arrowhead then removed asbestos insulation from around crawlspace pipes and chunks of fallen insulation from the ground. Arrowhead raked out the soil to remove other chunks of asbestos and sharp objects that could puncture the liner that was to be installed. Finally, Arrowhead sprayed an encapsulant to bind remaining asbestos fibers to the soil and installed a 45-mil thick EPDM liner atop the soil. BSE boarded up the inaccessible portion of the Headstart crawlspace to prevent any asbestos exposure in the future. NOAA installed asbestos warning signs at the entries of the crawlspaces to warn of potential remaining asbestos fibers in the soil.
- Mr. Denno indicated that NOAA transported and disposed of asbestos removed from the Old Clinic renovation performed by the Tribal Government.
- Mr. Gromoff asked whether NOAA will provide documentation on what lead-based paint (LBP) and asbestos remained in the abated buildings, and how to safely maintain and live in the buildings. Mr. Denno and Mr. Gervais said NOAA and BSE have/are preparing this documentation, and that NOAA would provide the documents to the building occupants and include the documents with paperwork for quitclaim deeds used to transfer the properties. Mr. Gromoff asked that NOAA also provide a copy in a public, on island location, like the school library. Mr. Zavadil suggested it be included in the NOAA administrative record at the Tribal Center.

9:25 AM – Municipal Garage

- Mr. Wright summarized the 2003 work, explaining that after excavating significant amounts of petroleum contaminated soil (PCS) around the Municipal Garage, the presence of buildings, buried utilities, roads, excavation refusal, and groundwater prevented additional excavation of petroleum-contaminated soil at that time.
- Mr. Wright indicated NOAA was directed to demolish this building, including its concrete foundation. Based on 2003 soil sampling data, removal of the building and foundation will require additional PCS removal consistent with NOAA's Two-Party Agreement with ADEC.
- Mr. Wright then summarized the contract and budget info for this activity. NOAA projected that it would spend only about $425K of the $600K awarded on its fixed-price contract with BSE, as the total amount of PCS removed was less than the maximum extent of excavation allowed in the contract.
- When demolishing the Municipal Garage, BSE used a phosphate based paint "Ecobond" to render the LBP on the exterior siding non-hazardous. LBP coated wood was disposed in the City's landfill by burial. LBP coated concrete and bare concrete were disposed in

the City's landfill by using it to extend the City's concrete rubble-constructed berm further south and east to increase the capacity of the disposal cell.

- About 20 cubic yards of lead-contaminated soil was disposed in NOAA's landfill Cell C in Tract 42. [NOAA previously sampled this soil and found it above the ADEC cleanup level for industrial and commercial properties. However, it was not a hazardous waste thus required no treatment prior to removal and disposal.]
- Mr. Wright explained that during the demolition of the Municipal Garage, it was learned that the sump at the north end of the former Connector Building's foundation purportedly was used for petroleum product disposal. This location is adjacent the south end of the former Municipal Garage. BSE tested soil at this location and it found it to be contaminated with petroleum at concentrations above cleanup levels, however NOAA does not intend to remove the building foundation or the PCS under the foundation as the concrete acts as a cap.
- BSE removed about 1,600 cubic yards of PCS, and only stopped excavating when it encountered clean soil, the former Connector Building's foundation, buried utilities, monitoring wells, the water table, or refusal.
- PCS was hauled and disposed in NOAA's landspreading area at the east end of the National Weather Service (NWS) station property. NOAA directed BSE to segregate gasoline-contaminated soil from rest of the soil so that this more volatile soil could be tilled for additional remediation. About 1/3 of the excavated PCS was the more volatile gasoline-contaminated soil.
- Site backfilling will conclude in a few days. Once that is completed, the only activity left for this site will be tilling.
- Mr. Bourdukofsky asked what happens if future construction for utilities like water lines requires excavation through remaining site PCS. Can the City install a water pipe in contaminated soil?
- Mr. Howard said it can be done, as water supply lines are pressurized so there's no expectation of contamination leaching into water lines. Mr. Wright said NOAA has documented the extent of PCS contamination through this area of St. Paul Village, so the community and ADEC has the data needed to determine whether future excavations would encounter NOAA's residual PCS.
- Mr. Wright showed another picture of the apparent PCS at the south face of the excavation near the floor sump of the former Connector Building.

9:45 AM – Break

9:55 AM – Decommissioned Power Plant

- Mr. Wright summarized the 2002 underground storage tank and PCS work at the Decommissioned Power Plant (DPP), indicating that 2002 confirmation samples suggested PCS remains along the southwest edge of the building. However, NOAA has no samples beneath slab to know the full contamination extent.
- Similar to the Municipal Garage, NOAA was directed to demolish the DPP and its foundation. Any PCS beneath the removed building and foundation would require removal by NOAA at that time.

- NOAA assumes the worse case scenario and may need to dig up soil beneath the full extent of the foundation (about 900 cubic yards).
- Mr. Wright indicated the work will start next week with BSE's subcontractor, Alaska Abatement, mobilizing for removal of asbestos drywall in one DPP office and Transite around the soffits. Demolition will proceed after that.
- Mr. Bourdukofsky asked whether NOAA would be demolishing the salt water pump house next to the DPP. Mr. Wright said yes, and that the grouted well casing would be cut off below grade too.
- Mr. Gervais asked Mr. Wright to explain to the RAB how NOAA came to dispose of debris at the City landfill. Mr. Wright explained that the City agreed to this disposal in exchange for NOAA forgiving the City's $95K in-kind debt.
- Mr. Gromoff asked whether this disposal will cause the City to need more land for a new landfill due to using up capacity. Ms. Snow said that was part of the City's considerations, that they are comfortable with how much capacity is being taken by NOAA, and they already have another parcel for a landfill for the future.
- Mr. Wright added that disposal of concrete is adding to the disposal cell berm to extend its length and width, so we may actually be adding disposal capacity for the community.

10:00 AM – NOAA Landfill Re-Closure

- Mr. Gervais reminded the RAB members that NOAA Tract 42 was used historically as the community landfill. Over the years NOAA had several contractors remove abandoned drums and their contents from site and transport them off St. Paul Island for disposal. Municipal solid waste and construction and demolition debris were also disposed in Tract 42. The area inside Tract 42 used for disposal is called landfill Cell C. NOAA consolidated MSW from the neighboring landfill Cell B into Cell C.
- In 2004, the City of St. Paul ceased using the northwest corner of Tract 42 for its burn box and ash disposal operation. NOAA was able to work with City of St. Paul to move this operation to the adjacent City property. This allowed NOAA to re-contour Cell C then cap it using PCS from other NOAA sites. ADEC approved NOAA's closure of Cell C in 2005.
- Based on the need for abatement and demolition waste disposal, NOAA received approval from ADEC to open up disposal trenches in the cap material of Cell C and dispose of non-hazardous waste that could not be burned in the City's burn box (e.g., LBP material, lead-contaminated soil, old electrical parts from the Headstart Building attic).
- The last disposal trench will remain open for a few more weeks for any last disposal needs related to the DPP demolition, then will be closed, capped, and revegetated.

10:05 AM – Long Term Groundwater Monitoring Results

- NOAA completed a total of three rounds of long term groundwater monitoring so far: two rounds in 2006 and one round in 2007.
- Mr. Wright explained the monitoring results for St. Paul Village. The highest contaminant levels are near the north end of the former Municipal Garage, where NOAA just removed additional PCS. In some locations east of the A-Dorm the concentrations

are dropping 50 to 90% compared with data collected over the last 8 years. Most results are similar to last year.

- Mr. Wright then presented the Diesel Seep Site data, also showing the excavation extent and granular activated carbon trenches. Wells at this site are below ADEC Table C cleanup levels. Mr. Wright noted these are replacement wells, as NOAA demolished the others during 2004 cleanup activities. The new wells are in approximately the same locations as were the demolished wells.
- Mr. Wright summarized Icehouse Lake results. One well exceeds Table C for DRO and dissolved lead, consistent with past results.
- Mr. Wright moved on to groundwater sampling results from the Landfill area. Most wells at this location have no exceedances. Well MWSNPLF-1 has an increase in DRO 3x greater than past data, to just above the ADEC Table C cleanup level of 1.5 milligrams per liter. It is not clear whether this increased concentration is due to closed landfill material beneath the PCS cap, leaching from the PCS cap, another contaminant source, or a data anomaly. NOAA will continue monitoring this well under the existing groundwater monitoring plan and determine if there is a continuing trend toward increasing DRO concentrations.
- Mr. Wright finished by discussing the Landspreading Area results. Mr. Wright showed that NOAA had expanded the extent of PCS disposed, which now encompasses the two westerly monitoring wells.
- Mr. Gromoff asked whether NOAA will need more wells at the landspreading area now that the PCS extent has been extended further west than the monitoring wells. Mr. Gervais said that the PCS is all within the overall ADEC permitted landspreading area, and well placement was selected in 2004 based on monitoring the whole permitted area. No more wells are needed to monitor the impact of 2007 PCS disposal. Mr. Gervais added that ADEC doesn't require groundwater at this site to be monitored; monitoring is performed at NWS's request. NOAA will continue this monitoring, and if data suggests groundwater contamination then NOAA (including NWS) and ADEC will determine whether more monitoring or wells are needed.
- Mr. Gromoff asked whether groundwater is monitored at the Vehicle Boneyard site near Polovina Hill. Mr. Gervais answered that past groundwater data indicated no contamination at the Vehicle Boneyard, so ADEC approved NOAA's plan to decommission those wells. These Vehicle Boneyard wells were decommissioned in 2005 and are not part of NOAA's required long term groundwater monitoring.
- Mr. Howard said that NOAA and ADEC will be reviewing the groundwater monitoring plan over time and may adjust the frequency and wells to monitor. NOAA may be able to cease monitoring some of the wells in as little as 3 years, other wells must be monitored for at least 5 years. At the end of 3 to 5 years, depending on the well, ADEC may grant a NOAA request to cease monitoring at a particular well if conditions warrant.

10:20 AM – Site Status Update

- Mr. Gervais stated that the NOAA-ADEC Two-Party Agreement identified a number of sites on St. Paul Island, and that over the years some sites were subdivided into additional sites and new sites not identified in the TPA were added to the list of sites.
- Mr. Gervais presented two maps showing the general locations and regulatory status of 60 NOAA sites identified on the island, plus potentially contaminated groundwater at several locations. The maps showed that all the site cleanup and closure actions are completed, except for the remaining work at the Municipal Garage, DPP, and landfill Cell C. NOAA expects to complete the remaining site work this field season and obtain closure approval from ADEC this winter.
- Mr. Gromoff stated that some sites are also Formerly Used Defense Sites (FUDS), and this complication is making TDX hesitant to accept property through the Transfer of Property Agreement (TOPA). Mr. Gervais indicated that some of the listed NOAA sites that are also FUDS lie on property currently owned by private parties (e.g., TDX owns the Oil Drum Dump Site and Windmill Wells). Mr. Gervais added that a FUDS site owned by NOAA (Telegraph Hill) has received conditional closure by ADEC and has no known environmental liabilities associated with it. The one FUDS site that may fit with Mr. Gromoff's concern is the former U.S. Navy Radio Complex, which includes a TOPA property currently owned by NOAA (Parcel 6f) as well as other properties owned by private parties including TDX. NOAA has received conditional closures for Parcel 6f-related contamination from ADEC. Remaining contamination in the vicinity of the FUDS appears related to past DoD activities and/or releases from TDX's ATCO Building. ADEC has referred this site to the Corps of Engineers under the FUDS program. If TDX has concerns regarding FUDS complicating TOPA property transfers, they are encouraged to speak with NOAA property transfer contacts like Craig O'Connor and Dan Strandy.
- Mr. Bourdukofsky asked whether NOAA treated the LBP on the Machine Shop with Ecobond. Mr. Denno and Mr. Gervais answered that NOAA has not and does not plan to treat the Machine Shop LBP prior to property transfer. The Machine Shop is an industrial building. Buildings abated for LBP by NOAA last year were NOAA-owned residences or childcare facilities, and abatement was either required under the law or decided by NOAA management as needed for protection of children in NOAA-owned buildings. LBP at the Municipal Garage was treated with Ecobond to address waste disposal regulations as part of building demolition. NOAA does not intend to demolish the Machine Shop. For industrial and commercial buildings, NOAA is only required to disclose the presence of things like LBP but not to abate them. Workers in buildings with LBP should follow proper hygiene practices and would then be safe from lead exposures.
- Mr. Marcil indicated that MT2, the vendor selling Ecobond, makes a primer paint that also renders LBP non-hazardous related to waste disposal. It would make sense for the future owner of the Machine Shop to paint it with Ecobond primer then a finish coat.
- Mr. Gromoff asked whether NOAA had the Machine Shop inspected for structural safety. Mr. Gervais answered that yes, NOAA hired BSE in 2006 and that the licensed structural engineer from BSE's subcontractor found the Machine Shop to be structurally sound and in quite good shape. As a result, NOAA contracted with BSE to replace the roof on the

Machine Shop later in 2006. The new roof prevents water from infiltrating the building and causing future damage that could affect structural safety. The building, which was very leaky and wet prior to roof replacement, has dried out.

10:45 AM – Historic Preservation Update

- Mr. Denno discussed NOAA's progress with fulfilling its obligations under its memorandum of agreement with the State of Alaska Historic Preservation Officer. NOAA presented its HTML and GIS DVD products to the St. Paul RAB at a special meeting in June 2007. The community provided additional comments for NOAA during a longer meeting facilitated by Ms. Lestenkof. NOAA incorporated these comments and awaits approval from NOAA Headquarters prior to issuing these DVD products as final.
- Ms. Lestenkof discussed the "Bar Safe" document project status. NOAA hired the Tribal Government to review, catalog, and digitally scan the old government documents that had been kept in the walk-in safe in the old bar. This project has allowed the community to get records management training from the National Archives and Records Administration, and for the Tribal Government to train and employ several people to perform this records management work. Items that have sensitive personal information will either be retained on island or will be sent to NARA but won't be released for a lot of years.
- Mr. Gervais added that NARA is preparing a Pribilof Islands "collection" based on all the work done on historic preservation by NOAA and community members, including RAB members like Ms. Lestenkof. For a particular topic to be so complete to be considered a NARA "collection" is a rarity for NARA, so they are very excited about this.
- Mr. Melovidov added that thanks are due to the island elders who prevented the vault documents from being destroyed. The government had wanted these records destroyed.

11:15 AM – Coast Guard Update

- Mr. Ridgway summarized the C-130 plane mishap at the St. Paul Airport from 2006. USCG removed the resulting 500 cubic yards of JP-5 fuel contaminated soil (PCS). Further PCS removal was not possible due to basalt bedrock refusal. USCG placed granular activated carbon in the bottom of the excavation, then backfilled it with scoria. Modeling residual contamination will hopefully show that conditional closure from ADEC is appropriate.
- Groundwater monitoring at the LORAN station is showing that contaminant concentrations remain below the Table C cleanup level for DRO.
- USCG is initiating a Phase II/III Environmental Due Diligence Audit (EDDA) Plan in October 2007 to characterize soil contamination extent on station, assess buildings, etc. USCG is bringing a direct-push sampling rig to island for the EDDA.
- Based on audit results, USCG and ADEC will determine what additional cleanup work is needed. USCG's annual Alaska (minus Kodiak) environmental budget is $1-2M, and the St. Paul Island LORAN station gets about 25% of this funding.
- USCG needs appropriated funds to demolish its old fuel storage tanks.
- Mr. Bourdukofsky asked how soon Mr. Ridgway thinks USCG will dispose of the stockpiled PCS. Mr. Ridgway said shipping PCS off island would cost $750K, so he's

looking for other alternatives. Mr. Ridgway talked to NOAA last year about their landspreading area, but USCG's PCS is more highly contaminated than NOAA's so it may not be possible. He may talk to City about possible PCS disposal in their landfill.

- Mr. Zavadil asked about the fuel storage tank capacity and spill protection at the new USCG Solid State facility. Mr. Ridgway said he doesn't know but will tour facility today and will find out. Mr. Zavadil is concerned that this is even closer to the drinking water wells. Mr. Ridgway said they try to keep these small, and they have to follow the spill prevention rules (double wall tanks, corrosion protection, etc.). Julie thought they'd be 5,000 gallons.
- Mr. Ridgway said USCG is going to install fuel tanks at airport for fueling helicopters.

11:30 AM –Future of RAB

- Mr. Denno said NOAA is finishing restoration work soon and will be moving to long-term monitoring and O&M. NOAA intends to sunset the RABs on both islands, probably about this time next year. Mr. Denno proposed having separate meetings on each island to not diminish or dilute meetings for each island by discussing issues pertinent only to the other island.
- Mr. Bourdukofsky said August might not work for him as he normally vacations in August.
- General consensus of the RAB members was to have one final meeting next year, possibly in September.

11:35 AM – Public Comments

- None.

11:36 AM – Closing Remarks

- Mr. Denno thanked everyone for their participation, both for working through issues with NOAA and literally performing on-island cleanup activities with NOAA on a daily basis.
- Mr. Bourdukofsky thanked NOAA for listening to the RAB members and getting problems resolved, like the abatement work.

11:40 AM – Meeting Adjourned

Next meeting will be held in about 12 months (September 2008). No preferred location was specified by the RAB voting members.

END OF RECORD

ST. PAUL RAB MEETING
SEPTEMBER 13, 2007

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