

Friends of  
The Boat School



*"The college for nautical knowledge"*

## **Narrative Information Sheet**

1. **Applicant Identification:**

Friends of the Boat School Marine Trades Development Corporation  
16 Deep Cove Road  
Eastport, ME 04631

2. **Funding Requested:**

- a. Grant Type: Single Site Cleanup
- b. Federal Funds Requested: \$675,000.00

3. **Location:**

- a. City: Eastport
- b. County: Washington
- c. State: Maine

4. **Property Information**

Maine Marine Technology Center  
16 Deep Cove Road  
Eastport ME 04631

5. **Contacts:**

- a. Project Director: Dean Pike  
P.O. Box 16  
16 Deep Cove Road  
Eastport, ME 04631  
*dean@theboatschool.org*  
207-853-4158
  
- b. Chief executive/Highest Ranking Elected Official:  
Meg O. McGarvey,  
Friends of the Boat School Board of Directors, Chair  
P.O. Box 16  
16 Deep Cove Road  
Eastport, ME 04631  
*info@theboatschool.org*  
207-853-2318

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6. Population:

Eastport, Maine - 1,288

(United States Census Bureau, 2020 Decennial Census, DEC Redistricting Data)

7. Other Factors Checklist

Community population is 10,000 or less.	Page #4
The applicant is, or will assist a federally recognized Indian tribe or United States territory.	Page #1&3
The proposed brownfield site(s) is impacted by mine-scarred land.	
Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/rese; secured resource is identified in the Narrative and substantiated in the attached documentation.	Page #3
The proposed site(s) is adjacent to a body of water (i.e. the border of the proposed site(s) is contiguous or partially contiguous to the body of water or would be contiguous or partially contiguous with a body of water but for a street, road, or other thoroughfare separating them).	Page #1
The proposed site(s) is in a federally designated flood plain.	
The reuse of the proposed cleanup site(s) will facilitate renewable energy from wind, solar, or geothermal energy.	Page #3
The target area(s) is located within a community in which a coal-fired power plant has recently closed (2011 or later) or is closing.	

8. Releasing Copies of Application - not applicable

## **1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION**

### **a. Target Area and Brownfields**

**i. Overview of Brownfield Challenges/Description of Target Area:** Perched on Maine's northeasternmost edge and bordered by Sipayik, the Passamaquoddy Tribe's Pleasant Point Reservation, the remote island city of Eastport faces rural challenges and declining economic opportunities. With a unique, deep-water seaport ideal for transatlantic shipping and 27-foot tides that can generate tidal power, Eastport was once the country's second largest trading post and the epicenter of fish canning on the Atlantic Seaboard, home to 13 sardine factories at its peak in 1886. When the fishing industry declined and competition increased, Eastport's population fell from a high of 5,000 to its current 1,288 (2020 U.S. Census). The city declared bankruptcy in 1937; by the 1960s, only two canneries remained, and the last shuttered in 1983. Losing the canning industry triggered social and economic disruption. In the past three decades, Eastport has lost 25% of its population and struggles to retain the rest. Eastport also has supported a lumber industry, boatbuilding, fishing, and shipping, and remains the region's industrial center, with significant potential from aquaculture and tidal power. Much of the working waterfront was lost or damaged during the Groundhog Day Gale of 1976.

Eastport is now burdened with empty and abandoned structures, and rife with potential Brownfields. As Eastport's only road access is through Passamaquoddy Tribal lands, the two communities are inextricably linked. The Tribe has called this area home for at least 10,000 years and struggles with its own economic and demographic realities. Both communities suffer high unemployment, opioid abuse, and a dearth of economic and educational opportunities in Washington County. This cleanup grant funding would directly address one of the area's most visible Brownfields Sites and create desperately needed access to job training and technical skills relevant to local industries, support the local commercial fishing fleet, create employment opportunities including teaching and staff positions, and bring people to the Eastport area.

**ii. Description of Proposed Brownfield Site(s):** The 8.4-acre Maine Marine Technology Center (MMTC) campus on Cobscook Bay includes 3 industrial-style buildings: Building #1, The Boat School (100'x210'): Classrooms, offices, shops, and large open bays with overhead doors housed a post-secondary educational institution teaching the marine trades technical skills of wooden and composite boat building and marine mechanics; vacant since The Boat School closed in 2011. Building #2, Harborhood Community Center (60'x100'): Large, multipurpose event room, administrative office, and library hosted community events. Building #3, Deep Cove Marine Science Station (50'x100'): Known as the BioLab, this includes wet and dry labs, large open bay with overhead door, and offices.

In 1942, the U.S. Navy developed the site as a seaplane base. Pearl Essence (Paispearl) later converted it into a manufacturing facility harvesting the silvery translucent substance on fish scales for artificial pearls and lacquers; this operated until the early 1970s. Maine Department of Education then acquired the site for a technical college and boat school.

In May 2000, U.S. EPA Response preliminary assessment activities confirmed the presence of 1,2-DCA in soil and groundwater from Paispearl Company's above-ground storage tanks. USEPA and Maine Department of Environmental Protection (MEDEP) subsequently excavated and disposed of approximately 2,000 cubic yards of impacted material. City of Eastport extended public water to MMTC in 2003, and recorded an Environmental Covenant.

In 2011, 8.4-acres, including MMTC's 3 buildings, were donated to Friends of the Boat School (FOBS).

An August 2020 Hazardous Materials Assessment identified asbestos-containing materials (ACM) in all 3 buildings, including approximately 3,561 sq.ft. of floor tile adhesive, 544 ft. of mudded pipe fitting insulation, and 650 sq.ft. of roofing material. All buildings had Universal Waste and potentially hazardous materials – over 2,000 fluorescent light tubes, approx. 1,092 light ballasts with possible PCBs, mercury-containing thermostats, and miscellaneous stored chemicals (paints,

solvents, petroleum products). Inhabiting or using the facility poses risks to human health, and Brownfields funding is imperative to MMTC's redevelopment, which stands to add significant economic and community benefit to Washington County, one of the poorest in the U.S.

## **b. Revitalization of the Target Area**

**i. Reuse Strategy/Alignment with Revitalization Plans:** Eastport's Comprehensive Plan *"identified a 3-pronged economic development strategy driven by the three solid natural based resources: deep-water port for shipping; cold high volume tidal water for aquaculture, and more recently, tidal energy production; and a scenic gem to attract visitors."* Recognizing that the history and economy of Eastport is centered around shipbuilding, port development, and the oceans natural resources, reopening The Boat School will provide essential opportunities to promote and sustain our economy. It will enable future generations to continue the long standing maritime traditions that have sustained coastal peoples for centuries. Uniquely situated to support these endeavors, the Site is not located within a federally designated flood plain or particularly vulnerable to climate-associated threats such as increased temperatures, precipitation variability, extreme precipitation events, and sea level rises.

Many local entities strongly support the FOBS's plan to clean up MMTC and reopen the facility, including **City of Eastport and its citizens, the Passamaquoddy Tribe, Eastport Port Authority, and Deep Cove Marine Services**. The City of Eastport's most recent **Comprehensive Plan & Age Friendly Community Action Plan** (2018) emphasizes the importance of marine industries to the regional economy and details the City's commitment to facilitating businesses and organizations that prioritize it accordingly. The **City of Eastport** will grant necessary permits to reopen MMTC. The MMTC Board of Directors is comprised entirely of community members with an attachment to and vested interest in redevelopment. Our FOBS planning committee, comprised partially of Board members, met weekly for eight months with external consultant Susan Coopersmith to develop a **Five Year Strategic Plan 2018-2023** for MMTC. The project was funded by the Maine Community Foundation and the plan defines our goals, strategies, and priorities. It maps a path designed to guarantee the MMTC emerges as a leader in marine trades education and marine research industries.

**ii. Outcomes and Benefits of Reuse Strategy:** The marine trades industry is the third largest in Maine, and MMTC provided education and necessary skills for such employment. Reopening MMTC will not displace any residents. The significant socio-economic impact of an infusion of students, faculty, and staff, across wide age ranges, added to the lifeblood of the population. The **City of Eastport** said, "The resurrection of this once key economic driver in our rural community will stimulate many other satellite initiatives," and **Eastport Port Authority** added, "The Friends' application for brownfields cleanup funding will lay the foundation for the redevelopment of their marine trades education facilities." As a central player in marine education and research, MMTC and past faculty members have played important roles in advancing the Eastport region's social, economic, cultural, and human development, all of which must continue in the 21st century. The renovated and reopened MMTC will include The Boat School's state-of-the-art physical infrastructure and expert staff, the Deep Cove Marine Science Station ("BioLab"), and the Harborhood Community Center – all part of a premier site for marine industry education and research. Skilled, specialized Boat School graduates once again will be recruited and valued employees in the marine industries. BioLab research will prioritize Cobscook and Passamaquoddy Bay concerns; the wet lab and dry lab previously supported research projects for the aquaculture industry.

MMTC's other economic impacts are wide ranging. Faculty, staff, and students pay for groceries, rentals, and retail purchases, and have part-time employment. When the commercial, off-season boat yard is too full, boats are stored on MMTC acreage, providing a minor income.

This grant will benefit the economy and human health: (1) Cleaning up hazardous contaminants from buildings and the environment prevents human exposure. (2) Re-occupying the MMTC campus will dramatically minimize blight and encourage tourism. (3) Redevelopment brings new jobs, much needed training, decreases in poverty, and returns hope and pride to the community.

Because all systems on the campus currently are non-functioning and need replacing, the new systems will include an energy-efficient HVAC. The BioLab roof has been repaired. Pending an engineering analysis, replacing The Boat School building roof may provide a substantial surface on which to eventually install solar panels. FOBS has an informational relationship with REvision Solar Energy to explore energy-efficient renovations and investigate programs supporting alternative energy and efficiency initiatives. We intend to be a cutting edge, green technology campus under the Model Green Energy Campus Concept.

### **c. Strategy for Leveraging Resources**

**i. Resources Needed for Site Characterization:** Based on assessment and characterization activities already completed at the Site, and the nature of the identified contaminants (ACM, Universal Waste, miscellaneous stored chemicals), no need for additional characterization is anticipated. However, should conditions change, FOBS will seek direct assistance from the Passamaquoddy 128(a) Tribal Response Program, in recognition of the interdependence of the two communities. Because of the MMTC redevelopment's direct impact on the Tribe, they have received EPA Project Officer approval to use 128(a) funding at their discretion.

**ii. Resources Needed for Site Remediation:** The requested funding will be sufficient to complete necessary remedial actions requested by MEDEP. Qualified Environmental Professionals (QEPs) have thoroughly assessed outstanding environmental issues and specific remediation contractors have provided cost estimates. If necessary, MEDEP indicated additional funding may be secured through Maine Department of Economic and Community Development (MEDECD) Brownfields Revolving Loan Fund.

**iii. Resources Needed for Site Reuse:** Preparing The Boat School site for reopening will be a coalition effort, and FOBS is casting a wide net for partnerships and funding sources. Maine Community Foundation has awarded FOBS money for this project. Upon completion of the Brownfields cleanup, FOBS will be well-positioned to attract, leverage, and secure additional funding. This grant is key to implementing our redevelopment plans and will inspire further investment from the private and public sectors, both of which already have voiced strong support. We intend to apply for funding for *Reuse* through MEDECD/ Community Development Block Grants, USDA Rural Community Development Initiative (\$50,000-\$250,000), Northern Border Regional Commission/State Economic and Infrastructure Development Investment Program (up to \$350,000), and Maine Development Foundation's Grants to Green (up to \$20,000 for energy efficiency). We will apply to private Maine foundations, and will seek corporate and individual contributions from the marine trades sector. A clean bill of environmental health will provide the MMTC site with the gravitas to encourage funding partners.

**iv. Use of Existing Infrastructure** The most valuable asset in the FOBS Five-Year Strategic Plan 2018- 2023, is the existing MMTC infrastructure. To date, individual donations have funded the BioLab roof repair and other ongoing repairs, renovations, and means of preserving the physical infrastructure. A failing underground conduit threatens the facility's existing electrical supply, necessitating a utility easement and a right of way. Washington County Council of Governments approved the excavation necessary for this repair. The buildings will be reused, as will the septic system and municipal water supply that currently serve the facility.

## **2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT**

### **a. Community Need**

**i. Community's Need for Funding:** As a small, underserved, Washington County

community with a decreasing tax base, Eastport’s declining population stood at 1,288, with 18.5% of the population below the poverty level, 40% vacancy in the city’s housing, and median household income of \$34,427 (state median \$58,924), per 2020 U.S. Census. With City of Eastport revenues of \$2.45 million, property tax commitments of \$3.28 million, and total expenses of \$5.74 million, necessary MMTC remediation costs would constitute almost 30% of the city’s proposed 2023 operating budget. Without Brownfields Cleanup Funding, the Eastport community simply cannot fund necessary MMTC abatement work. Any reuse or redevelopment is very unlikely without this grant, and potential exposure pathways and hazardous chemicals may threaten human health and the environment. With no endowment, revenue, or financial resources, FOBS has relied on in-kind services and grants to fund all activities to date. Further, unlike most municipalities, the Passamaquoddy Tribe does not have a tax base to generate revenue to support public services like education, health, housing, and other assistance programs. The tribe’s limited resources are also insufficient to address the community needs.

## **ii. Threats to Sensitive Populations**

**(1) Health or Welfare of Sensitive Populations:** Eastport’s and the Passamaquoddy Tribe’s sensitive populations include the elderly, children, and low-income individuals. This grant will significantly improve both the health and welfare of the target community. It will allow redevelopment to bring new jobs, increased tax revenue, and eliminate health risks posed by contaminants at the Site. Washington County ranks lowest among Maine’s 16 counties in health outcomes, from length of life to quality of life. The county also ranks lowest in the state in social and economic factors including poverty and income inequality, but high opioid use. According to EnviroAtlas, this region includes an address vacancy rate of 19.557 and poverty rate 19.20. Through EPA’s EJScreen, data for this region includes: people 65 and older in the 95 percentile and low-income 82 percentile in the state. We have an out-migration of young, working-age people from the region that results in 1) loss of business due to recruitment issues, 2) less entrepreneurship, and 3) loss of services (healthcare and schools, most directly). The increasing cost of living has resulted in “locals” being unable to purchase property in their community. Furthermore, current residents may still be displaced due to the high property taxes. Coping with these increasing costs, many people have started moving outside the community, where housing and taxes are significantly cheaper. According to the *Washington County Health Profile, Maine Shared Community Health Needs Assessment, Revised 4/8/2022*, Washington Co. median household income (\$41,347) is less than the States median of \$57,918; the county’s unemployment rate (6.2%) is higher than the States (5.4%); and individuals living in poverty (18.9%) are more numerous than throughout the State (11.8%); 24.6% of the county’s children are living in poverty and in Maine it is 13.8%.

**(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions:** The *Washington County Health Profile, Maine Shared Community Health Needs Assessment 2021, Revised April 8, 2022*, summarized the health status of Washington County, including Eastport and Sipayik. The entire community is underserved and vulnerable to environmental contaminants such as those found at the MMTC Brownfields Site.

<b>Health Statistics for Washington County Shared Community Health Needs</b>			
	Washington Co.	Maine	US
Drug overdose death per 100,000 population	63.5	37.3	21.5
Uninsured	12.1%	7.9%	9.2%
All Cancer deaths per 100,000 population	190.8	168.0	146.2
Lung Cancer Deaths per 100,000 population	56.6	45.5	33.4
Heart Attack Deaths per 100,000 population	46.7	25.4	25.5
Diabetes Deaths per 100,000 population	20.2	22.5	21.6
Asthma (adults)	12.6%	11.7%	9.4%
Adult Obesity	35.8%	29.1%	31.3%

Infant Deaths per 1,000 live births	6.2	5.8	5.6
Food insecurity	15.8%	12.4%	12.9%
Lifetime Depression	23.7%	23.7%	19.1%

MMTC contaminants often associated with these health outcomes include ACM exacerbating asthma and lung cancer; solvents and PCBs that may cause cancer and impact the liver; and mercury, which poisons the nervous system, harms children *in utero*, and accumulates in fish that are ingested. Removing and/or limiting exposure to these known contaminants will protect residents from life-threatening health impacts and reduce the potential for contracting these diseases.

**(3) Promoting Environmental Justice:** Eastport sits in Washington County, one of the poorest parts of the U.S. Eastport struggles with high unemployment and opioid abuse. According to EJ Screen and Justice40 Tracts Map, Eastport is a disadvantaged community. Low-income families with lower levels of education in this community are disproportionately impacted by environmental pollutants and blight as the majority of residents are located near Brownfields sites which tend to surround lower income housing. Community members are reliant on fishing for income and or sustenance. Unfortunately, shorelands used to access and or harvest these resources are particularly susceptible to environmental impacts associated with Brownfields sites. This has led to the closure of numerous shell fishing areas. Eastport's residents living with poverty include sensitive populations such as the elderly and very young. The planned cleanup project will eliminate the threat of exposure to asbestos, PCBs, and chemicals including mercury, paints, solvents, and petroleum products. MMTC will add to their curriculum environmental awareness strategies to avoid exposure to environmental hazards, which will add to the workers' knowledge and reduce the impacts of environmental justice. The availability of technical training and an accessible community space will help strengthen the health and well-being of those with high health risk factors, including the disproportionately impacted members of our community. Redevelopment of MMTC has the potential to spur investment in other buildings and gradually eliminate the current blight that adversely impacts residents. It will also provide essential job training, education, support the local commercial fishing fleet, create employment opportunities, and enhance community. FOBS will encourage equal involvement of all people regardless of race or income with respect to redevelopment and decision making.

#### **b. Community Engagement. i. & ii. Project Involvement and Roles**

<b>Name</b>	<b>Point of contact (name, email &amp; phone)</b>	<b>Specific involvement/assistance</b>
City of Eastport	Kate Devonshire, City Manager, (207) 853-2300, <a href="mailto:citymanager@eastport-me.gov">citymanager@eastport-me.gov</a>	Project planning, community outreach
Passamaquoddy Tribe/ 128(a) Tribal Response Program	Dale Mitchell, Passamaquoddy Brownfields Coordinator, (207) 853-5145, <a href="mailto:dalem@wabanaki.com">dalem@wabanaki.com</a>	Technical advisor, consultant, collaborator on assessment, cleanup, & redevelopment as necessary
Eastport Port Authority	Christopher Gardner, Director, (207) 853-4614, <a href="mailto:director@portofeastport.org">director@portofeastport.org</a>	Meeting space for board, public meetings, community workshops
Section Sign LLC	Rafi Hopkins, Owner, (207) 853-2869, <a href="mailto:rafi@sectionsign.com">rafi@sectionsign.com</a>	In-kind website development, maintenance, outreach

Deep Cove Marine Services	Matt Lacasse, Owner, (207) 853-0153, <a href="mailto:deepcovemarineservices@gmail.com">deepcovemarineservices@gmail.com</a>	In-kind property maintenance, Snow plowing for MMTC facility
Artifex Architects and Engineers	Ellen Angel, Senior Architect & Principal, (207) 974-3028, <a href="mailto:eangel@artifexae.com">eangel@artifexae.com</a>	Pro bono consultation, evaluation
Maine Sea Grant/ University of Maine Cooperative Extension	Chris Bartlett, Senior Extension Program Mgr., (207) 214-706,1 <a href="mailto:cbartlett@maine.edu">cbartlett@maine.edu</a>	Liaison with working waterfront, fisheries, and aquaculture communities
Sunrise County Economic Council	Charles Rudelitch, Executive Director, (207) 255-0983, <a href="mailto:crudelitch@sunrise.org">crudelitch@sunrise.org</a>	Financing, workforce development
Northern Maine Development Commission	Robert Clark Ex. Dir., (207) 496-5762, <a href="mailto:rclark@nmdc.org">rclark@nmdc.org</a>	Planning, financing

**iii. Incorporating Community Input:** FOBS will present goals, progress, opportunities for public participation or general inquiries related to grant activities, and FOBS contact information on [www.theboatschool.org](http://www.theboatschool.org), Facebook, local and regional newspapers, electronic media, an emailed and paper newsletter (*The Scuttlebutt*), and handouts/flyers distributed at community key locations. FOBS will hold at least 3 charrette-style public meetings for small group discussion and feedback: 1 to review the work plan and safety measures when the project starts, and 2 more with updates during cleanup. Remote/virtual meetings will replace in-person gatherings if necessary due to COVID-19 or other health emergencies. MEDEP 128(a) Brownfields funding allowed FOBS to prepare a draft Community Outreach Plan as a framework. Project partners will help publicize meetings through notices in public buildings, handouts to neighboring businesses and homeowners, on the website, and with social media outreach, and we will post meeting summaries and answers to all comments on the website.

### **3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS**

**a. Proposed Cleanup Plan:** Contaminated media at the Site includes ACM in all 3 buildings, consisting of approximately 3,561 sq.ft. of floor tile adhesive, 544 ft. of mudded pipe fitting insulation, and 650 sq.ft. of roofing material. Additionally Universal Waste and potentially hazardous materials are also present in all 3 buildings including over 2,000 fluorescent light tubes, approx. 1,092 light ballasts with possible PCBs, mercury-containing thermostats, and miscellaneous stored chemicals (paints, solvents, petroleum products). To eliminate environmental hazards to human health and the environment, FOBS will submit request for proposals for a QEP and contractors. We will contract a QEP for oversight as well as off-site disposal of ACM by a licensed asbestos contractor. A second hired contractor will consolidate and dispose of universal waste and potentially hazardous materials located inside the facility at a licensed off-site disposal facility. Remediation of asbestos-containing floor tile adhesive will require the removal and disposal of all associated non-ACM floor tiles as Special Waste. Removal of asbestos containing roof penetration is considered a “non-regulated” activity by MEDEP, assuming the material is not cut, abraded, or drilled in the process. Based on the existing roof and costs associated with alternative remediation methods, abatement of this ACM will involve removing the entire roof penetration(s) for disposal as “special waste.” A new roof will need to be installed on the building as part of remedial activities.



This work will limit potential threats to human health and the environment, including accidental exposure and or release. Appropriate disposal also ensures these materials do not enter the general waste stream.

**b. Description of Tasks/Activities and Outputs. i. Project Implementation:**

<b>Task 1 - Cooperative Agreement Oversight</b>
<p><b>i. Project Implementation:</b> Dean Pike, our Grant Administrator, will supervise all activities with assistance from our Brownfields Committee (BC), comprised of partners and FOBS personnel. In addition to oversight, this task will include procuring the services of a Qualified Environmental Professional (QEP). The QEP will prepare the Quarterly Reports, input and maintain data in ACRES, and support necessary grant documentation for submission to the EPA. Task 1 also includes enrollment into Maine’s Voluntary Response Action Program (VRAP) and attendance at the national Brownfields Conference.</p>
<p><b>ii. Anticipated Schedule:</b> 1. Oversight will be provided for the grant term (October 2023 through September 2027). 2. A QEP will be hired within 3 months of the grant award and will enter data into ACRES (December 2023-December 2026). 3. National Conferences to be determined. VRAP application will be submitted in February 2023.</p>
<p><b>iii. Task Activity Lead:</b> FOBS Grant Administrator and the QEP</p>
<p><b>iv. Outputs:</b> QEP contract, attend Brownfield Conference; quarterly and closure reports. ACRES updates, 1 VRAP Application, 1 grant closure report.</p>
<b>Task 2 - Community Outreach &amp; Engagement</b>
<p><b>i. Project Implementation:</b> To ensure the community is informed of redevelopment progress and has an opportunity to provide feedback and express concerns, FOBS and QEP will hold at least 3 public meetings (prior to and during proposed cleanup activities) and post on our website verbal and written responses to all comments. FOBS will develop and post printed documents, photographs, videos, and other outreach materials for print, website, and social media to provide information on cleanup and reuse progress.</p>
<p><b>ii. Anticipated Schedule:</b> 1/2024, 5/2025, and 5/2026 for public meetings, 10/2023 thru 12/2026 for postings</p>
<p><b>iii. Task Activity Lead:</b> FOBS Grant Administrator and QEP</p>
<p><b>iv. Outputs:</b> 3 public meetings, 12 social media postings including responses to public comments</p>
<b>Task 3 – Cleanup Oversight</b>
<p><b>i. Project Implementation:</b> Our QEP will finalize the ABCA, Remedial Action Plan (RAP), contractor bidding documents, oversee the cleanup, and complete final closeout reporting. To ensure public participation, documents will be available for public comment prior to finalization. QEP will provide technical support for community outreach.</p>
<p><b>ii. Schedule:</b> ABCA 1/2024, RAP 4/2024, Bidding Documents 5/2024, Cleanup 9/2024, final report 12/2026</p>

<b>iii. Task Activity Lead:</b> QEP with support from FOBS Grant Administrator
<b>iv. Outputs:</b> ABCA, RAP, Bid Documents & Bids, Comments & Responses, Close-out Report
<b>Task 4 - Cleanup</b>
<b>i. Project Implementation:</b> Cleanup contractors will use federal procurement rules to complete the needed work, and proceed in accordance with the ABCA, RAP, and bid specifications as reviewed and approved by the MEDEP and EPA. MEDEP VRAP requirements will be completed. QEP will supervise on-site cleanup and produce the final report.
<b>ii. Anticipated Schedule:</b> 7/2024 Hire cleanup contractors, Cleanup 9/2024, VRAP completion 9/2024, Health monitoring support 9/2024-12/2024, final report 8/2026.
<b>iii. Task Activity Lead:</b> QEP with support from FOBS Grant Administrator, Dean Pike
<b>iv. Outputs:</b> 2 cleanup contracts, 1 clean site, final cleanup report, 1 VRAP certificate

**c. Cost Estimates:** We consulted an experienced QEP that worked on this site to determine costs.

**Task 1:** Cooperative Agreement Oversight: FOBS personnel and Fringe combined rate is \$45/hr (75 hrs); travel & attend conference (\$2,200 = \$1,000 airfare, \$650 hotel, \$550 per diem). QEP time at (\$125/ hr x 71 hrs) to assist in reporting, ACRES updates, and VRAP application. **Task 2:** Community Outreach & Engagement: FOBS personnel and Fringe (75 hrs x \$45), QEP time \$125/30hrs (\$3,750), plus mileage, supplies, and per diem (\$1,650). **Task 3:** Cleanup Oversight QEP time 185 hrs (\$21,450) to observe Site Work and assist/complete ABCA, Remedial Action Plan,

Bid Documents, and Cleanup Report. **Task 4:** Cleanup: Cleanup Contractor collects & disposes all universal waste and potentially hazardous materials (\$29,975.00). Asbestos contractor remediates asbestos-containing pipe insulation in Building #3 (\$2,500), asbestos-containing floor tile in Building #2 (\$38,000), asbestos-containing pipe insulation in Building #1 (\$12,000), tile adhesive (\$7,500), and rubber roofing including replacement and engineering costs (\$540,000).

<b>Budget</b>	<b>Task 1 Agreement Oversight</b>	<b>Task 2 Community Outreach &amp; Engagement</b>	<b>Task 3 Cleanup Oversight</b>	<b>Task 4 Remediation</b>	<b>Total</b>
Personnel	\$2,500.00	\$2,500.00	\$0.00	\$0.00	\$5,000.00
Fringe Benefits	\$875.00	\$875.00	\$0.00	\$0.00	\$1,750.00
Travel	\$2,200.00	\$0.00	\$0.00	\$0.00	\$2,200.00
Equipment	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Supplies	\$0.00	\$350.00	\$0.00	\$0.00	\$350.00
Contractual	\$8,875.00	\$5,400.00	\$21,450.00	\$629,975.00	\$665,700.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs	\$14,450.00	\$9,125.00	\$21,450.00	\$629,975.00	\$675,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Budget	\$14,450.00	\$9,125.00	\$21,450.00	\$629,975.00	\$675,000.00

**d. Measuring Environmental Results:** FOBS and its QEP will formulate an electronic calendar to track, measure, and evaluate progress. We will list all tasks, projected outputs for each task, and the anticipated schedule needed to ensure we fulfill the goals of the project. Outputs and our development goals will be on this calendar. During monthly meetings, the FOBS and the QEP will evaluate each task and scheduled milestones to determine if adjustments need to be made. We are planning to complete the grant within 3 years. We will also track progress through ACRES and quarterly reporting. We will seek feedback from the community and provide them with opportunities to comment on the schedule.

#### **4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE**

**4.a. Programmatic Capability/ 4.a.i. Organizational Structure/ 4.a.ii Description of Key Staff:** For nearly a half decade, FOBS waited patiently while ownership of MMTC and administrative responsibility for ‘The Boat School’ were clarified. During this time, our Board met monthly, engaging in extended discussions about MMTC’s future. Founded in December 2005, the “Friends of The Boat School Marine Trades Development Corporation” is a 501(c)(3) nonprofit organization in the State of Maine under Title 13-B MRS. Our organization officially acquired the MMTC Site in December 2011. FOBS currently operates with a small but active Board of Directors, and an array of outside consultants, including a tax accountant, bank manager as financial advisor, and others. Upon receipt of funding, FOBS will hire a part-time administrator to assist FOBS Vice Chair Dean Pike in overseeing the Brownfields project. Dean has extensive experience in the marine industries and is a Boat School alumnus and former instructor. He is also a lifelong resident of the region and owner/operator of Moose Island Marine, Inc., Eastport (est. 1980), member of the Eastport Area Chamber of Commerce, budget committee member for the city of Eastport, and has served as the elected Director of the Eastport Port Authority. Joanne O’Grady, FOBS Secretary, will assist Dean and the grant administrator as administrative support. A long time Eastport resident and founding member of FOBS, she enjoyed a 20-year career as an administrative assistant for the local technical college affiliated with MMTC and served as a bookkeeper for several local businesses.

Currently the FOBS Board of Directors meets on the third Thursday of every month. Joanne O’Grady maintains the group’s accounting ledger. For accounting, FOBS employs Tammy J. Smith Accounting Services, of Calais, ME, also a member of the FOBS board of directors. FOBS annually renews Corporation documents with the State of Maine and submits all necessary paperwork and reporting, including the annual submission of a 990N form. With regular meetings, accounting services and timely, thorough reporting, FOBS is well-positioned to effectively manage the planned cleanup project within the timeframe and budget identified.

**4.a.iii Acquiring Additional Resources:** FOBS will hire a QEP in accordance with federal procurement requirements, including the advertisement of a Request for Qualifications. We will follow Federal Procurement procedures when appropriate and use a purchase policy to govern day- to-day operations. We have access to numerous professionals in accounting, engineering, and law, depending on area of expertise. We will consult with their organizations for support, as needed.

During and after this grant-funded cleanup, FOBS will actively pursue additional funding from multiple sources including private, business, foundation, and government. When the cleanup is funded and definite, investors and donors will be assured that their monies will contribute to revitalizing this important property and the organizations it houses. Indeed, even though the property is not active, FOBS is fortunate to continue to receive in-kind services, which demonstrate a local commitment to helping the property remain viable. The Port Authority donates meeting space, a website designer donates services, and other local entities and individuals actively underscore how the community values The Boat School and its revitalization. This will translate into fundraising success when the property again becomes safe for renovation and reopening.

The Boat School and the Eastport area marine industry are fortunate in the proximity to the marine expertise of the **Passamaquoddy Tribe at Pleasant Point**. FOBS has a very good working

relationship with the Passamaquoddy Brownfields Coordinator, Dale Mitchell, who offers his general guidance and mentorship. The Tribe has administered a very successful Brownfields program since 2007. As our neighbors, friends, and alumni of The Boat School, they have already expressed their willingness to assist and contribute expertise and institutional knowledge about the processes and how they have achieved their successes.

**4.b.ii Past Performance and Accomplishments:**

**(1) Purpose and Accomplishments:** The Boat School has successfully worked with a number of entities and has received and administered grants related to the operation of the Boat School and the efforts toward reopening. In 2017, FOBS applied for and received a Capacity Building Grant through the **Maine Community Foundation**. The initial application described FOBS, its vision for the Site, and the need for a comprehensive strategic plan moving forward. Based on the merits of our application and available funding, FOBS was awarded grant funding 50% higher than requested. FOBS immediately established a Strategic Planning Committee and began the process of hiring a strategic planning consultant to craft a customized plan. FOBS Member Joanne O’Grady led the group’s work with the expert consultant to craft a **Strategic Plan** as intended, resulting in a document outlining the Mission, Vision, and Action Steps toward cleaning up, renovating, and reopening The Boat School Site; FOBS has since independently produced two updated **Strategic Plan Addenda**. Using this important roadmap, FOBS has pursued structural assessments, cooperating partnerships, a draft ABCA, and a community relations plan. Joanne O’Grady, FOBS Board of Directors Secretary, managed the grant including budget tracking, monitoring grant progress, communication with the contractor and grant agency, grant disbursement, and community outreach. FOBS paid the planning consultant in 3 equal installments over the grant period; the final report to Maine Community Foundation was posted for public review on the FOBS website. In 2022, Maine Community Foundation again demonstrated support for FOBS's by awarding another \$10,000 in operating support for continued planning.

In 2018 FOBS successfully worked with the **University of Maine Department of Civil and Environmental Engineering**, which resulted in a redesign of the Boat School land to relocate the entrance to the property. In January 2021, FOBS worked with **Efficiency Maine** to successfully address a limited scope of hazardous materials cleanup. Work with the Strategic Planning Consultant, as well as the work with Efficiency Maine and the UMaine Department of Civil and Environmental Engineering, demonstrates that FOBS can successfully plan, receive, and administer resources of varying sizes and types. Together these projects included extensive contact with the funder or consulting organization, hiring and managing contractors, receiving and issuing payments, and tracking project steps, expenditures, and general bookkeeping.

**(2) Compliance with Grant Requirements:** The singular goal of the Maine Community Foundation grant was to hire a consultant to write a Strategic Plan, which is exactly what was accomplished. Local contacts proved fruitful, as the consultant previously had worked with the Eastport Arts Center on a similar project. During the course of the Strategic Plan project, FOBS devised a schedule that included a structured timeline for regular, frequent meetings, drafts, and approvals. FOBS received funds in May 2017 and authorized the final Plan ahead of schedule in January 2018. With the remaining funds and with approval from Maine Community Foundation, FOBS extended the consultant’s project and tapped into that expertise for assistance with other planning and management matters. FOBS submitted a detailed report to the funder at the close of grant-funded activities.

**Threshold Criteria  
Response Cleanup Grant  
Proposal**

**III.B. Threshold Criteria for Cleanup Grants**

**Applicant Eligibility (Section III.B.1)**

The grant applicant, Friends of The Boat School Marine Trades Development Corporation, is a 501(c)(3) nonprofit organization in the State of Maine under Title 13-B MRS. A tax determination letter documenting non-profit 501(c)(3) status is attached.

**Previously awarded Cleanup Grants (Section III.B.2)**

The proposed Site and Friends of the Boat School Marine Trades Development Corporation has never received or been previously awarded EPA Brownfields Cleanup Grant funding.

**Documentation of the available balance on an open Multipurpose Grant (Section III.B.3)**

Friends of the Boat School Marine Trades Development Corporation has never received an EPA Brownfields Multipurpose Grant.

**Site Ownership (Section III.B.4)**

The Site owner is Friends of the Boat School Marine Trades Development Corporation. Ownership is documented in a quitclaim Deed without covenant granted by First Perry Realty, LLC., on December 1, 2011. The Deed is recorded with the Washington County Registry of Deeds in Book# 3800, Page# 121, also identified as Document# 12335.

**Basic Site Information (Section III.B.5.)**

- a) Site Name - Maine Marine Technology Center (Boat School)
- b) Site Address - 16 Deep Cove Road, Eastport ME 04631
- c) Current Owner - Friends of the Boat School Marine Trades Development Corporation

**Status and History of Contamination at the Site (Section III.B.6.)**

- a) **Hazardous substance and/or petroleum contamination:** The Boat School Site is contaminated by hazardous Substances
- b) **Operational history and current use of the Site:** The Site was originally owned by the Lyons family and in 1924, was granted to the City of Eastport for use as a park. However, in 1942 as a result of the war, the Navy began developing the Site as a seaplane base. Construction of the base was reportedly never completed and the Site was converted to a Pearl essence manufacturing facility in 1967. The Paispearl Products Company manufactured synthetic pearl essence at the property until the early 1970s. The State of Maine Department of Education acquired the property in 1977, at which time it began operating as the Washington County Technical College Marine Trades Center. The Site continued to function as a marine trades center and boat building school for approximately 30 years. During that time, ownership of the facility changed from the Maine Technical College System (1977-2002) to the Maine Community College System (2002-2008) and then eventually to the City of Eastport (2008-2011). The Boat School facility was closed in 2011 and the majority of the property was conveyed to First Perry Realty, LLC, who were interested in developing the lot in association with the Ocean Renewable Power Company and the manufacturing of tidal power turbines. First Perry Realty proceeded to subdivide the approximately 20.8-acre lot and in December 2011, 8.4

acres including the Site's

three buildings, were donated to Friends of the Boat School. The property transfer was recorded with the Washington County Registry of Deeds in Book 3800, Page 121. The Site has been largely unused since that time.

- c) **Known Environmental Concerns:** Groundwater at the Site was historically impacted by the presence of 1,2-DCA. Groundwater monitoring conducted by the Maine Department of Environmental Protection indicates concentrations are below State and Federal regulatory guidelines, however, an environmental covenant has been established prohibiting the installation of groundwater extraction wells.

In August 2020, a Hazardous Materials Assessment was conducted at Maine Marine Technology Center (Site) which identified asbestos containing materials (ACM) in all three buildings, including approximately 3,561 square feet of floor tile adhesive, 544 feet of mudded pipe fitting insulation, and 650 square feet of roofing material. Additionally, the assessment identified Universal Waste and potentially hazardous materials in all three buildings including more than 2,000 fluorescent light tubes, approximately 1,092 light ballasts suspected of containing PCBs, mercury containing thermostats, and miscellaneous stored chemicals including paints, solvents, and petroleum products. Contaminants identified in the 2020 Hazardous Materials Assessment are understood to be the only outstanding environmental issues at the Site.

- d) **How The Site became contaminated and the nature and extent of the contamination:** The source of historical 1,2-DCA concentrations detected in groundwater was determined to be leaking above ground storage tanks maintained by the Paispearl Company.

Remaining contaminants at the Site including ACM, universal waste, and miscellaneous chemicals, are associated with building materials and chemicals previously used at the Boat School for maintenance, operation, and marine trades instruction/construction activities.

#### **Brownfields Site Definition (Section III.B.7.)**

- a) The Site is not listed or proposed for listing on the National Priorities List;  
b) The Site is not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA;  
and  
c) The Site is not subject to the jurisdiction, custody, or control of the US government.

#### **Description of Environmental Assessments Conducted at the Site (Section III.B.8.)**

The information contained in this section is presented as was described in previous Site reports. Previous assessment and remedial activities associated with the Boat School Site generally refer to the historical 20.8-acre parcel. As a result, while the information remains relevant, some references to the Boat School Site may not be specific to the current 8.4-acre lot, but rather adjacent parcels. The Site is currently listed in the U.S. EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) as Site# 138601. The Site is also identified on the MEDEP Division of Remediation's database as Site# REM00519. Previous Remediation and Environmental Site Assessments include:

##### 1992 - Phase I Environmental Site Assessment, Robert G. Gerber, Inc.

Robert G. Gerber, Inc. conducted a Phase I ESA at the Site for Washington County Technical College. The Phase I ESA identified the historical commercial and industrial uses of the property as potential sources for the groundwater and soil contamination.

##### 1995-2011 Additional Assessment and Remediation Activities

MEDEP conducted additional background research and subsurface investigations at the Site from 1995 to 1998. In addition to the former solvent ASTs, MEDEP identified other potential areas of concern on the Site, including a former settling pond used by Paispearl to the west of the Site buildings and apparent fuel oil-impacted soil near Building 1. Subsurface investigations by MEDEP did not identify concentrated sources of contamination at these locations, but groundwater and soil

were found to be impacted by petroleum constituents. In 1997, a 2-ft diameter steel cylinder that was interpreted to be a tank was identified about 1 foot below ground surface approximately 100 feet south of Building 1. MEDEP records indicate the tank may have been part of the wastewater disposal system at the Paispearl facility.

According to a MEDEP spill report B-0681-96, approximately 50 to 100 gallons of No. 2 fuel oil leaked from a fill pipe and into the excavation of a newly installed 10,000-gallon capacity underground storage tank (UST) in December 1996. Remediation included the collection of liquid-phase product to the extent feasible near the UST excavation, placement of sorbent booms in a downgradient stream, and adding fertilizer to promote biodegradation. During the Site visit, personnel from The Boat School indicated that the UST was found to contain water in 2010 which was pumped out by the City of Eastport. Reportedly, the tank last contained fuel oil in spring of 2011 and is now disconnected from the Site boilers. No information was obtained regarding plans for its removal.

In May 2000, U.S. EPA Response Personal conducted preliminary assessment activities and confirmed the presence of 1,2-DCA in soil and groundwater at the Site. The source of the 1,2-DCA was determined to be above ground storage tanks containing solvent and maintained by the Paispearl Company. Remedial activities were conducted by U.S.EPA and MEDEP in October 2000, resulting in the excavation and disposal of approximately 2,000 cubic yards of 1,2-DCA impacted soil from an area immediately south of Buildings #2 and #3. In 2003, the City of Eastport extended public water to the Site and an Environmental Covenant was recorded with the Washington County Registry of Deeds in 2004, prohibiting groundwater extraction. At that time, MEDEP personnel indicated that provided the Site did not change existing operations, no additional investigation or the requirement of additional Site control measures would be anticipated.

Removal Program After Action Report For The Marine Trade Center Site, Eastport, Washington County, Maine, 2 October 2000 Through 6 December 2000, dated February 2001

This report was prepared by Roy F. Weston Inc., of the Superfund Technical Assessment and Response Team, and submitted to the U.S. EPA Region 1 Emergency Planning and Response Branch. The report documents remediation of 1,2-DCA contamination at the Site.

2011 - Phase I Environmental Site Assessment, GEI Consultants, 11/07/2011

In 2011, GEI Consultants, Inc. of Falmouth, Maine (GEI), completed a Phase I Environmental Site Assessment at the Site as part of the Washington County Council of Governments Brownfields Program.

2012-2013 MEDEP Voluntary Response Action Program (VRAP)

After acquiring the Site in 2001, First Perry Realty worked with the MEDEP VRAP to receive a No Further Action Assurance letter and subdivide the historical property. The letter was issued First Realty of Freeport, Maine, and required a Declaration of Environmental Covenant which was filed with the Washington County Registry of Deeds as Book 3993 Page 170.

2020, Hazardous Materials Assessment Report, CES Inc.

CES Inc., of Bangor Maine, prepared a *Hazardous Materials Assessment Report, 16 Deep Cove Road, Eastport, Maine*, dated August 10, 2020. The assessment was conducted to identify any asbestos-containing materials (ACM), lead-based paint, and potentially hazardous materials, wastes, or Universal Wastes located at the facility. Contaminants identified in the 2020 Hazardous Materials Assessment are understood to be the only outstanding environmental concerns at the Site.



### **Site Characterization (Section III.B.9.)**

- b.i** - The Boat School Site is eligible to be enrolled in the Maine Department of Environmental Protection Voluntary Response Action Program (VRAP).
- b.ii** - The Boat School Site is not currently enrolled, but intends to be enrolled, in the state voluntary response program.
- b.iii** - The Boat School Site has a sufficient level of site characterization from ESAs performed to date for remediation work to begin.

An acknowledgement letter attesting to these conditions was prepared by Nicholas Hodgkins of the MEDEP and submitted to Christine Lombard of USEPA Region 1 on November 14, 2022. This letter has been attached.

### **Enforcement or other actions (Section III.B.10.)**

There are no known ongoing or anticipated enforcement actions related to the Site.

### **Property-specific Determination (Section III.B.11.)**

We have reviewed Section 1.5 in the Information on Sites Eligible for Brownfields Funding under CERCLA 104K and confirmed that a Property-Specific determination is not required.

### **Property Ownership Eligibility information for hazardous Substances Sites (Section III.B.12.)**

#### **a.iii. Landowner Protections From CERCLA Liability**

#### **(1) Bona Fide Prospective Purchaser Liability Protection**

##### **(a) Information on the Property Acquisition**

- (i.)** The property was received as a donation from First Realty LLC.
- (ii.)** The property was acquired on December 11, 2011.
- (iii.)** The property is solely owned (fee simple title) by the Boat School Marine Trades Development Corporation
- (iv.)** The property was received as a donation from First Realty LLC.
- (v.)** The Boat School Marine Trades Development Corporation has no familial, contractual, corporate, or financial relationships or affiliations with First Realty or any other prior owners, operators, or potential responsible parties.

##### **(b) Pre-Purchase Inquiry**

- (i.)** An ASTM compliant Phase I ESA was completed on November 7, 2011, for Judy East, Executive Director, Washington County Council of Governments (WCCG), P.O. Box 631, Calais, ME 04619. We have no relationship to WCCG.
- (ii.)** The Phase I ESA report was prepared by Todd Coffin, a Qualified Environmental Professional with GEI Consultants.
- (iii.)** The Phase I ESA was completed within 180 days of the property acquisition.

##### **(c) Timing and/or Contribution Toward Hazardous Substance Disposal**

No disposal of Hazardous Substances has been conducted or completed during our ownership. All disposal of hazardous wastes occurred before our ownership. We have not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

**(d) Post Acquisition Uses**

Since acquiring the property through the present day, the Boat School Marine Trades Development Corporation has not used the property for anything other than miscellaneous storage of small boats during the winter months.

**(e) Continuing Obligations**

Describe in detail the reasonable steps you took with respect to hazardous substances found at the site to; **i.** Stop any continuing releases; **ii.** Prevent any threatened future release; and **iii.** Prevent or limit exposure to any previous releases:

- (i)** There has been no continuing releases;
- (ii)** The buildings have been securely locked to prevent vandalism and any threatened future release; and
- (iii)** Since the buildings have not been used and not occupied. We have prevented and limit exposure to any previously released hazardous substance.

Friends of The Boat School Marine Trades Development Corporation is commitment to our continuing obligations including:

1. We will comply with any land use restrictions and not impede the effectiveness or integrity of any institutional controls;
2. We will assist and cooperate with those performing the cleanup and provide access to the property;
3. We will comply with all information requests and administrative subpoenas that have or may be issued in connection with the property; and
4. We will provide all legally required notices.

**Cleanup Authority & Oversight Structure (Section III.B.13.)**

**(a.) Cleanup Oversight**

Friends of The Boat School Marine Trades Development Corporation will contract with a Qualified Environmental Professional (QEP) to oversee the cleanup process and retention of qualified remediation contractors. We anticipate hiring a QEP within 3 months of the grant award to assist with all aspects of the cleanup process including but not limited to public outreach, technical reporting, procurement, oversight, ACRES reporting, MEDEP Voluntary Response Action Program (VRAP) application, and regulatory agency communications. The QEP will be selected based on an RFP process consistent with the applicable competitive procurement provisions. The selected QEP will work in concert with the Friends of The Boat School Grant Administrator.

Cleanup oversight will also be provided by State authorities as the Boat School Site will be enrolled in the MEDEP VRAP.

**(b.) Plan to acquire access to adjacent properties**

The Site is bordered by three properties. **1)** Moose Island Marine maintains a small boatyard and repair facility to the north and west of the Boat School Site. **2)** The City of Eastport maintains Cony Park, oceanfront greenspace, to the southeast, and **3)** First Perry Realty, LLC, owns vacant property to the west. Friends of The Boat School Marine Trades Development Corporation maintains strong working relationship with all three adjacent property owners.

First Perry Realty is responsible for donating the Site to us in 2011 and is familiar with the environmental history of the area, outstanding issues at the Boat School Site, and our ongoing redevelopment efforts. In addition to working with us to donate the Site, First Perry Realty is also familiar with the MEDEP VRAP process, having participated in the program on acreage they retained adjacent to The Boat School. Moose Island Marine is owned and operated by Dean Pike, a founding member and current Vice Chairman of the Friends of The Boat School. Dean will be instrumental in proposed cleanup and redevelopment activities, including providing grant oversight.

The Town of Eastport is also an invested participant in our redevelopment efforts and previously documented this in a letter of support included in our 2021 Cleanup Grant application. In that letter, dated November 10, 2021, Kate Devonshire, the Eastport City Manager, stressed the importance of our redevelopment efforts and indicated she would “facilitate all necessary measures needed to expedite this endeavor.”.

Should we need to acquire access to adjacent properties as part of our cleanup efforts, a representative for the Friends of The Boat School will personally contact adjacent property owners and negotiate any appropriate conditions.

### **Community Notification (Section III.B.14.)**

#### **(a.) Draft Analysis of Brownfields Cleanup Alternatives**

A draft ABCA was prepared by Campbell Environmental Group of Falmouth Maine, a contractor hired through the MEDEP 128(a) Brownfields Program. The ABCA was reviewed by MEDEP VRAP personnel and appropriately summarized the Site, contamination issues, cleanup standards, and applicable laws. It also evaluated cleanup alternatives including information on the effectiveness, implementability, resilience to potential extreme weather events, cost, and reasonableness. A copy of the draft ABCA has been attached to this submittal.

#### **(b.) Community Notification Ad**

A community notification was placed in our local newspaper, the Quoddy Tides, on October 14, 2022. A second community notification ad was placed out our website <https://theboatschool.org/> on October 19, 2022. Both notifications indicated that a copy of the grant application and draft ABCA(s) was available for public review and comment; indicated how to comment on those documents, where the draft application was located, and provided the date, time, and location of a public meeting to discuss the documents and proposed project. Both notifications were issued more than two weeks (14 days) prior to our submittal of this application.

#### **(c.) Public Meeting**

A public meeting to discuss the draft application (including ABCA) and consider public comments prior to submittal of this application was held at the Eastport Port Authority Welcome Center on Tuesday, October 25, 2022, at 6pm. A summary of the public comments, meeting notes, and meeting sign-in sheet have been attached to this submittal.

#### **(d.) Submission of Community Notification Documents**

Documentation associated with our Community Notification Ads and subsequent Public Meeting are attached to this submittal. Attachments include;

- A copy of the draft ABCA(s);
- A copy of the newspaper ad and screenshots of the notification on our website
- A summary of the comments received (none);
- Our response to public comments (none);
- A summary from the public meeting(s); and
- meeting sign-in sheet/participant list.

### **Named Contractors and Subrecipients (Section III.B.15.)**

Not Applicable. Friends of The Boat School Marine Trades Development Corporation has not named or selected any contractors or subrecipients to conduct work proposed in this application.

INTERNAL REVENUE  
SERVICE  
P. O. BOX 2508  
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date:

Employer Identification Number:  
11-3765279

DLN:  
17053208001006

FRIENDS OF THE BOAT SCHOOL  
**MARINE**  
TRADES DEVELOPMENT CORPORATION  
c/o S DEAN PIKE  
PO BOX 105  
EASTPORT, ME 04631

Contact Person:  
DIANE M GENTRY ID# 31361  
Contact Telephone Number:  
(877) 829-5500

Accounting Period Ending:  
December 31

Public Charity Status:  
170(b)(1)(A)(vi)

Form 990 Required:  
Yes

Effective Date of  
Exemption: December 20,  
2005

Contribution Deductibility:  
Yes

Advance Ruling Ending Date:  
December 31, 2009

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. During your advance ruling period, you will be treated as a public charity. Your advance ruling period begins with the effective date of your exemption and ends with advance ruling ending date shown in the heading of the letter.

Shortly before the end of your advance ruling period, we will send you Form 8734, Support Schedule for Advance Ruling Period. You will have 90 days after the end of your advance ruling period to return the completed form. We will then notify you, in writing, about your public charity status.

Please see enclosed Information for Exempt Organizations Under Section 501(c)(3) for some helpful information about your responsibilities as an exempt organization.

Letter 1045 (DO/CG)

FRIENDS OF THE BOAT SCHOOL MARINE

We have sent a copy of this letter to your representative as indicated in your power of attorney.

Sincerely,

Lois G. Lerner  
Director, Exempt Organizations  
Rulings and Agreements

Enclosures: Information for Organizations Exempt Under Section 501(c) (3)  
Statute Extension



JANET T. MILLS  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



MELANIE LOYZIM  
COMMISSIONER

November 14, 2022

Ms. Christine Lombard  
EPA Region 1  
5 Post Office Square  
Suite 100, Mailcode: OSRR7-2  
Boston, Massachusetts 02109-3912

Dear Ms. Lombard:

The Maine Department of Environmental Protection's ("Department") Bureau of Remediation and Waste Management acknowledges that the Friends of the Boat School Marine Trades Development Corporation ("FOBS/MTDC"), as a qualifying non-profit, plans to conduct cleanups and is applying for federal Brownfields grant funds for FY23.

S. Dean Pike of FOBS/NTDC has developed an application requesting site-specific federal Brownfields Cleanup funding for the Boat School site located at 16 Deep Cove Road in Eastport, Maine.

The Boat School site is:

- i. eligible to be enrolled in the state voluntary response program (the Voluntary Response Action Program-VRAP);
- ti. is not currently enrolled, but intends to be enrolled, in the state voluntary response program; and
- iii. has had a sufficient level of site characterization from the environmental site assessments performed to date for the remediation work to begin on the site.

If FOBS/NTDC receives funding, the Department's VRAP staff will provide review and comment on feasibility studies and remedial workplans, and will provide oversight (as necessary) of contractor's work at the properties. Upon successful completion of remedial activities at a property, the VRAP will provide protections from Department enforcement actions by issuing a Commissioner's Certificate of Completion.

Please feel free to call me directly at (207) 592-0882 should you have any questions regarding this letter.

Sincerely,

Nicholas J. Hodgkins  
Voluntary Response Action Program  
Division of Remediation  
Maine Department of Environmental Protection

MAILING LIST  
100 STATE STREET  
MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION  
(207) 281-8111 FAX: (207) 281-8211

100 HOGAN ROAD, SUITE 100  
04111  
207-592-0882  
1

PORTLAND, MAINE  
207-822-6303

1211-4114-211-6111-11

**ANALYSIS OF BROWNFIELDS CLEANUP ALTERNATIVES**  
**Boat School**  
**16 Deep Cove Road**  
**Eastport, Maine**



**ACRES ID 138601**

Prepared for:  
Maine Department of Environmental Protection  
Attn: Mr. Nick Hodgkins  
17 State House Station  
Tyson Drive, Augusta ME 04333-0017

Prepared By:  
Campbell Environmental Group  
173 Gray Road, Falmouth, Maine 04105

October 2021

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## 1.0 INTRODUCTION AND BACKGROUND

### 1.1 Site Location and History

The Boat School Site, also known as the Marine Trade Center Site, consists of an approximately 8.4-acre parcel located at 16 Deep Cove Road, in Eastport, Maine (Site). Currently owned by the nonprofit organization Friends of the Boat School Marine Trades Development Corporation, the Site includes three buildings and is identified by the City of Eastport on Tax Map I4 as lot A5-01. Building #1 is located at the northeast corner of the Site and consists of a single-story metal structure constructed on a concrete slab. The building is approximately 21,000 square feet in size and was previously used for boat storage and maintenance as well as classroom space. Building #2 is located in between Building #1 and #3, and consists of a 6,400 square foot two-story metal structure also constructed on a concrete slab. Building #2 was historically used for various academic and administrative purposes and includes office space, a library, and an expansive community room similar to a large classroom or cafeteria. The facility's third building (Building #3) is also constructed on a concrete slab and features metal siding. Building #3 is approximately 4,800 square feet in size and houses a former laboratory as well as the facility's boiler room, maintenance area, and attic loft space. The Boat School Site is currently unused, however, the intent is to redevelop the property as a post-secondary technical education center for marine trades.



**Boat School Site Diagram**

The Site was originally owned by the Lyons family and in 1924, was granted to the City of Eastport for use as a park. However, in 1942 as a result of the war, the Navy began developing the Site as a seaplane base. Construction of the base was reportedly never completed and the Site was converted to a Pearl essence manufacturing facility in 1967. The Paispearl Products Company manufactured synthetic pearl essence at the property until the early 1970s. The State of Maine Department of Education acquired the property in 1977, at which time it began operating as the Washington County Technical College Marine Trades Center. The Site continued to function as a marine trades center and boat building school for approximately 30 years. During that time, ownership of the facility changed from the Maine Technical College System (1977-2002) to the Maine Community College System (2002-2008) and then eventually to the City of Eastport (2008-2011). The Boat School facility was closed in 2011 and the majority of the property was conveyed to First Perry Realty, LLC, who were associated with the Ocean Renewable Power Company and the manufacturing of tidal power turbines. First Perry Realty proceeded to subdivide the approximately 20.8-acre lot and In December 2011, 8.4 acres including the Site's three buildings, were donated to Friends of the Boat School. The property transfer was recorded with the Washington County Registry of Deeds in book 3800, Page 121.

## 1.2 Surrounding Land Use

The surrounding area consists of rural oceanfront property used primarily for commercial and industrial purposes. The Eastport Municipal Airport is located less than 800 feet to the north and northeast of the Site. Moose Island Marine maintains a boatyard and repair facility immediately to the north and west of the Boat School Site. The City of Eastport maintains Coney Park, which consists of oceanfront greenspace to the southeast. Shackford Head State Park is located less than 250 feet to the southwest of the Site.

Table 1 Adjacent Properties Owners			
Map/Lot	Street Address	Owner	Use
I4 / 0A4-01	14 Deep Cove Road	First Perry Realty, LLC	Commercial/Marine
I4 / 0A5-1A	19 Deep Cove Road	Moose Island Marine	Commercial/Marine
I4 / 0A5-02	16 Deep Cove Road	Moose Island Marine	Commercial/Marine
I5 / B1-001	12 Deep Cove Road	City of Eastport	Coney Park
Notes:			



Boat School Site and surrounding area

### 1.3 Site Geology and Hydrology

According to available Maine Geological Survey Maps, the Site is not located on or adjacent to a sand and gravel aquifer and is underlain by deformed sedimentary and volcanic rocks of the Eastport Formation. Subsurface investigations conducted at the Site by MEDEP indicate depth to bedrock in the vicinity of the on-site buildings is approximately 12 feet below ground surface. MEDEP records also indicate the property is overlain by the Presumpscot Formation, consisting primarily of low permeability silt and clay with little sand. Groundwater at the Site reportedly flows to the south and southeast in areas to the east of the on-site buildings and to the west, in areas to the west of the buildings. The site and surrounding area are serviced by public water and the Atlantic Ocean is located less than 500 feet southeast of the Site.

Based on prior Site investigations, a groundwater divide bisects the site with flow generally west along areas west of the Site buildings, and south-southeast along areas east of the buildings. Bedrock outcrops were not observed on the Site. The Site is connected to the municipal water supply and has an on-Site septic disposal system.

### 1.4 Previous Remediation and Environmental Site Assessments

The information contained in this section is presented as was described in previous Site reports. Previous assessment and remedial activities associated with the Boat School Site generally refer to the historical 20.8-acre parcel. As a result, while the information remains relevant, some references to the Boat School Site may not be specific to the current 8.4-acre lot, but rather adjacent parcels. The Site is currently listed in the U.S. EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) as Site# 138601. The Site is also identified on the MEDEP Division of Remediation's database as Site# REM00519.

MEDEP was reportedly informed of groundwater contamination at the site as the result of an anonymous complaint made in the mid-1980s. Response activities apparently confirmed the presence 1,2-dichloroethane (1,2-DCA) in groundwater at the Site. Granular-activated carbon filters were installed on both wells and the site was eventually referred to the Emergency Planning and Response Branch of the United States Environmental Protection Agency (U.S. EPA).

#### 1992 - Phase I Environmental Site Assessment, Robert G. Gerber, Inc.

Robert G. Gerber, Inc. conducted a Phase I ESA at the Site for Washington County Technical College. The Phase I ESA identified the historical commercial and industrial uses of the property as potential sources for the groundwater and soil contamination. These sources included the use of solvents in engine and metals cleaning and airplane maintenance by the former Navy base and the use of solvents in the manufacturing of pearl essence by the former Paispearl facility. The Phase I ESA also identified the marine educational facility operations as a potential source of oil and hazardous materials (OHM) from marine paints, fiberglass fabrication, wood working/finishing, solvents, general waste disposal, storage, and housekeeping practices, and operation of leach fields.

The ESA identified a chemical storage area south of Building 1, from which drums and smaller containers were collected by Clean Harbors in spring of 1992. Lead boat keels were reportedly poured near this area and the ESA cited evidence of spilled lead. The ESA indicated that Building 2 was once the main processing building for the former pearl essence facility, and the northern section of Building 3 was used to store hazardous materials at the time of the Site visit.

The former municipal landfill and Moose Island Marine boatyard that abut the Site were identified as potential OHM sources. However, the ESA identified the former Paispearl facility as the probable source of the soil and groundwater contamination on the Site.

#### 1995-2011 Additional Assessment and Remediation Activities

MEDEP conducted additional background research and subsurface investigations at the Site from 1995 to 1998. In addition to the former solvent ASTs, MEDEP identified other potential areas of concern on the Site, including a former settling pond used by Paispearl to the west of the Site buildings and apparent fuel oil-impacted soil near Building 1. Subsurface investigations by MEDEP did not identify concentrated sources of contamination at these locations, but groundwater and soil were found to be impacted by petroleum constituents. In 1997, a 2-ft diameter steel cylinder that was interpreted to be a tank was identified about 1 foot below ground surface approximately 100 feet south of Building 1. MEDEP records indicate the tank may have been part of the wastewater disposal system at the Paispearl facility;

According to a MEDEP spill report B-0681-96, approximately 50 to 100 gallons of No. 2 fuel oil leaked from a fill pipe and into the excavation of a newly installed 10,000-gallon capacity underground storage tank (UST) in December 1996. The UST is located approximately 30 ft southwest of Building 3, and according to its MEDEP registration certificate, it replaced a 20,000-gallon capacity fuel oil tank installed in 1970 and removed in 1996. Remediation included the collection of liquid-phase product to the extent feasible near the UST excavation, placement of sorbent booms in a downgradient stream, and adding fertilizer to promote biodegradation. During the Site visit, personnel from The Boat School indicated that the UST was found to contain water in 2010 which was pumped out by the City of Eastport. Reportedly, the tank last contained fuel oil in spring of 2011 and is now disconnected from the Site boilers. No information was obtained regarding plans for its removal.

In May 2000, U.S. EPA Response Personal conducted preliminary assessment activities and confirmed the presence of 1,2-DCA in soil and groundwater at the Site. The source of the 1,2-DCA was determined to be above ground storage tanks maintained by the Paispearl Company. Remedial activities were initiated by U.S.EPA and MEDEP in October 2000, resulting in the excavation and disposal of approximately 2,000 cubic yards of 1,2-DCA impacted soil from an area immediately south of Buildings #2 and #3. In 2003, the City of Eastport extended public water to the Site and an Environmental Covenant was recorded with the Washington County Registry of Deeds in 2004, prohibiting groundwater extraction. The Covenant indicated that the on-Site wells would remain for MEDEP sampling and would be abandoned when no longer needed. At that time, MEDEP personnel indicated that continued sampling of groundwater at the Site was unlikely, and provided that if the use of the Site did not change from marine-related operations, no additional investigation or the requirement of additional Site control measures would be anticipated. The former supply wells have been disconnected but have not been



properly abandoned. Remedial activities associated with 1,2-DCA contamination at the Site are documented in a report titled *Removal Program After Action Report For The Marine Trade Center Site, Eastport, Washington County, Maine, 2 October 2000 Through 6 December 2000*, dated February 2001. The report was prepared by Roy F. Weston Inc., of the Superfund Technical Assessment and Response Team, and submitted to the U.S. EPA Region 1 Emergency Planning and Response Branch.

In the fall and winter of 2000, U.S. EPA contractors excavated an approximately 5,000 square ft area to a depth of approximately 10 ft and removed contaminated soil near the former solvent above ground storage tanks (ASTs) to the south of the Site buildings. Limited areas of soil containing 1,2-DCA at concentrations up to 250 parts per million (ppm) were left in place and covered with clean fill, at the discretion of U.S. EPA and their contractors. MEDEP installed two bedrock monitoring wells (MTC-1 and MTC-2) near the excavated area in 2003 and sampled them until 2008. MEDEP also collected groundwater samples from two former water supply wells (Blue and Red) from the mid-1990s to 2008. Results indicated that concentrations of 1,2-DCA remained above the Maximum Exposure Guideline (MEG) for drinking water in the former supply wells and MTC-2. Additionally, vinyl chloride was found to be above the MEG in MTC-2, which is the nearest well to the excavated area. MEDEP records indicate that since the U.S. EPA-led excavation of the former solvent ASTs, the 1,2-DCA concentration in the former supply wells had remained relatively stable and had decreased in MTC-2. Concentrations of 1,2-DCA and other analytes in MTC-1 had been below laboratory detection limits since its installation in 2003. Several other chlorinated benzene compounds detected in the former supply wells were no longer detected.

#### 2011 - Phase I Environmental Site Assessment, GEI Consultants

In 2011, GEI Consultants, Inc. of Falmouth, Maine (GEI), completed a Phase I Environmental Site Assessment at the Site as part of the Washington County Council of Governments Brownfields Program.

GEI summarized the following recognized environmental conditions (RECs):

1. Past identification of 1,2-DCA and other contaminants in the Site soil and groundwater;
2. Historical operation of a Navy seaplane base, pearl essence manufacturing facility, and marine trades educational facility on the Site with the potential for OHM release beyond that already identified and remediated by Maine DEP and EPA;
3. Floor drains in Buildings 1 and 3 with unknown discharge locations; and
4. Past spills associated with the fuel oil UST on the Site.

The ESA reported that MEDEP acknowledged that the primary 1,2-DCA contamination source areas have been mitigated. The MEDEP also recognized that past Site activities had potentially resulted in impacts to soil and groundwater from metals, cleaning solvents, petroleum constituents, and other compounds; however, under its current use as a marine-related commercial facility, the risk of exposure to workers or visitors appeared to be low. If site use changes, these potential risks should be evaluated further and proper management strategies should be emplaced.

Based on the information contained in this ESA, GEI offered the following recommendations:

1. The two former supply wells, two MEDEP bedrock monitoring wells, and the small monitoring well south of Building 1 should be properly abandoned, pursuant with the agreement included in the deed restriction;
2. The fuel oil UST should be properly removed in accordance with applicable rules;
3. Debris from burning and dismantling of boats located in the western gravel area should be properly disposed of;
4. A soil management plan should be developed for Site activities that involve disturbance of soils that may be impacted by petroleum, chlorinated compounds, or other contaminants. This plan should include provisions for minimizing dust and proper storage, handling, and disposal of excess soil, as necessary;
5. The construction of new buildings on the Site should include either proactive vapor mitigation, such as a geomembrane or passive vapor piping beneath the slab, or characterization of soils within the building footprint to assess vapor intrusion risk from petroleum or solvent vapors;
6. Conduct a review of Site operations to identify Best Management Practices for environmental aspects at the facility. This should include management of waste generated during maintenance operations, among others;
7. Submit an application to the MEDEP Voluntary Response Action Program (VRAP). Once the application is approved, MEDEP would issue a "No Action Assurance" letter contingent on implementation of recommended response measures. The Site owners would be required to provide MEDEP documentation that the response measures were implemented. Once implemented, MEDEP would issue a "Certificate of Completion," documenting fulfillment of Site closure obligations. MEDEP often requires that any contingencies for VRAP closure be included within an environmental covenant recorded on the property deed such as implementation of a soil management plan or construction of a proactive vapor mitigation system.

#### 2012-2013 MEDEP Voluntary Response Action Program (VRAP)

After acquiring the Site in 2001, First Perry Realty worked with the MEDEP VRAP receive a No Further Action Assurance letter and subdivide the historical property.

A Declaration of Environmental Covenant was filed with the Washington County Registry of Deeds as Book 3993 Page 170. Granted on February 11<sup>th</sup> 2013 by First Perry Realty. The MEDEP's Bureau of Remediation and Waste Management issued First Realty of Freeport, Maine, a VRAP No Further Action Assurance Letter, requiring a Declaration of Environmental Covenant. The First Perry Realty Site is described in Washington County Registry of Deeds Book 3800, Page 91.

#### 2020. Hazardous Materials Assessment Report. CES Inc.

CES Inc., of Bangor Maine, prepared a *Hazardous Materials Assessment Report, 16 Deep Cove Road, Eastport, Maine*, dated August 10, 2020. The assessment was conducted to identify any asbestos-containing materials (ACM), lead-based paint, and potentially hazardous materials, wastes, or Universal

Wastes located at the facility. Three structures were evaluated in the process, including;

- Building #1 - Classroom/Maintenance;
- Building #2 - Office/Multipurpose;
- Building #3 - Laboratory/Boiler House; and
- Exterior Pipe Bridges between buildings.

According to MEDEP regulations, locations and occurrences of materials that tested positive and are homogenous (similar in color and texture) in nature are considered ACM, provided the material contains greater than or equal to ( $\geq$ ) one percent (1%) asbestos based on laboratory analysis. A material can only be considered negative for asbestos if analytical results from all bulk samples in a group of samples representing that material indicate an asbestos content of less than ( $<$ ) 1%. ACM identified at the Site by laboratory analysis consisted of:

- Building #1, Classroom/Maintenance:
  - 187 Linear Feet of Mudded pipe fitting insulation
  - 543 Square Feet of Black floor tile adhesives
  - 650 Square Feet of asphalt roof penetration covering with evidence of silver coating
- Building #2, Office/Multipurpose:
  - 3,018 Square Feet of Black floor tile adhesives
- Building #3, Laboratory/Multipurpose:
  - One Mudded pipe fitting insulation

The report also identified Universal Waste and Potentially hazardous materials at the Site, including;

Building #1

<u>Item</u>	<u>Number/Volume</u>
Fluorescent Light Tubes - 2 foot	48
Fluorescent Light Tubes - 4 foot	1,640
Fluorescent Light Tubes - 8 foot	30
Suspect PCB-Containing Light Ballasts	844
Emergency Light	7
Mercury-containing Thermostats	5
Emergency Exit Signs	10

Building #2

<u>Item</u>	<u>Number/Volume</u>
Fluorescent Light Tubes - 4 foot	362
Suspect PCB-Containing Light Ballasts	179
Emergency Light	5
Mercury-containing Thermostats	3
Emergency Exit Signs	5
Paint Cans	13

Building #3	
<u>Item</u>	<u>Number/Volume</u>
Fluorescent Light Tubes - 4 foot	14
Suspect PCB-Containing Light Ballasts	69
Emergency Light	1
Mercury-containing Thermostats	2
Emergency Exit Signs	3
275-gallon Above-Ground Storage Tank (AST)	3

Recent site reconnaissance indicates the ASTs may contain a small amount of residual product. Additionally, several containers of waste oil and 5-gallon pails of miscellaneous petroleum related chemicals including hydraulic fluid and motor oil are currently located at the Site.

### **1.5 Project Goals / Site Reuse Plan**

Friends of the Boat School Marine Trades Development Corporation intend to redevelop the property as a post-secondary technical education center for marine trades. A detailed five-year Strategic Plan outlining this process is available on their website at;

<https://theboatschool.org/strategic-plan/#goals-and-strategies>

## **2.0 APPLICABLE REGULATIONS AND CLEANUP STANDARDS**

### **2.1 Cleanup Oversight Responsibility**

Cleanup of the Site will be overseen by the MEDEP.

### **2.2 Cleanup Standards**

#### **2.2.1 Universal Waste & Potentially Hazardous Materials**

Universal waste and potentially hazardous materials at the Site should be properly removed, stored, and transported off-site for disposal and or recycling at a licensed facility. The intent of this work is to limit potential threats to human health and the environment including accidental exposure and or release. Appropriate disposal or recycling also ensures these materials do not enter the general waste stream.

Universal waste is a general term used to describe a broad range of material managed under the reduced requirements of the US EPA's Universal Waste Rule. U.S. EPA's Universal Waste Regulations streamline hazardous waste management standards for federally designated "universal wastes," which include but not limited to fluorescent light bulbs and mercury-containing equipment. The State of Maine has expanded the designation of Universal Waste to include automobile mercury switches and totally enclosed non-leaking PCB containing ballasts.



## 2.2.2 Asbestos Containing Materials

The removal and disposal of ACM at the Site should be conducted in accordance with U.S EPA and MEDEP requirements. The intent of any removal or long-term maintenance of ACM at the Site is to eliminate potential exposure to humans as the result of inhalation.

## 2.3 Laws and Regulations Applicable to the Cleanup

### Asbestos Containing Materials

Construction work involving exposure or potential exposure to any concentration of asbestos is regulated by OSHA 29 CFR 1910. Post renovation conditions required for the Site are discussed in Maine DEP Chapter 425: Asbestos Management Regulations (Chapter 425). Asbestos removal, handling, and oversight will be conducted by appropriately trained and certified personnel. A visual clearance of the asbestos abatement areas by a Maine-certified Asbestos Air Monitor may be required prior to releasing the abatement area.

### Universal Waste & Potentially Hazardous Materials

Miscellaneous wastes including Universal, Solid, and Regulated wastes located inside the facility may be regulated by USDOT 49 CFR 100-199 (Transportation of Hazardous Materials), MEDEP Chapter 400 (Solid Waste Management), and MEDEP Chapters 850 to 857 (Maine Hazardous Waste Management Regulations).

Other laws and regulations that may be applicable to the Project include any federal, state, and local laws related to the procurement of contractors conducting or providing oversight during remedial activities. Applicable permits to conduct the work and hazardous waste manifests for off-site disposal of the contaminated materials may also be required.

## 3.0 EVALUATION OF CLEANUP ALTERNATIVES

### 3.1 Cleanup Alternatives Considered

To address contamination at the Subject Property, three alternatives were considered and include:

1. No action;
2. Partial remediation with Operation & Maintenance Plan; and
3. Removal and disposal of all identified potential contaminants.

### 3.2 Effectiveness and Cost Estimate of Cleanup Alternatives

To satisfy U.S. EPA requirements, the effectiveness, implementability, and cost of each alternative must be considered prior to selecting a recommended cleanup alternative.

### 3.2.1 Effectiveness

Alternative 1 - No Action is not effective in controlling or preventing the exposure of human and environmental receptors to contaminants identified at the Site.

Alternative 2 – Partial removal of asbestos and potentially hazardous materials combined with an Operation and Maintenance Plan would be effective in limiting potential exposure hazards. However, potential contaminants would need to be managed or even removed depending on future land use or redevelopment activities. While this approach would limit initial costs, ongoing maintenance would be required and potential health and environmental hazards would remain on-site.

Alternative 3 – Removal and disposal of all identified contaminants is an effective remedial alternative that severs any exposure pathway to potential receptors and eliminates the need for future clean-up of these materials

### 3.2.2 Implementability

#### Alternative 1 – No action

This is the easiest alternative to implement.

#### Alternative 2 – Partial Remediation

In this scenario, ACM associated with the Building #1 roof penetrations and mudded pipe fitting insulation detected in Building #1 and Building #3, would be abated by a licensed professional. However, asbestos-containing black floor tile adhesive detected in Building #1 and Building #3 could be capped in place with a new flooring material. Leaving the adhesive in place and covering it with new flooring would be a relatively simple solution to implement, however, the ACM would remain on-site and need to be disposed of and or managed as part of any future repairs or renovation. Additionally, an Operation and Maintenance Plan would need to be drafted and adhered to by the owners and future occupants of the facility. The Operation and Maintenance Plan would likely require regular training, inspections, and notices to employees or contractors working at the facility. Based on current regulations, any ACM remaining at the facility would still require complete abatement prior to any future demolition activities. This alternative would also require the procurement of one additional contractor to install the flooring necessary to complete remedial activities.

A similar approach could be taken with universal waste and potentially hazardous materials identified at the Site. Products being actively used or stored at the facility for future use do not constitute waste. As a result, a variety of items identified in the CES Hazardous Materials Assessment Report could be left on-site for future use. This includes but may not be limited to functioning fluorescent light bulbs, light ballasts, and emergency exit signs. In this scenario, potentially hazardous materials would remain on-site and associated disposal costs could be deferred. This would be a relatively simple strategy to implement, however, any future leaks or spills associated with the remaining materials would likely require reporting to the applicable regulatory agency and potentially costly remediation. There is also a heightened possibility that these materials could eventually enter a general non-hazardous waste stream.

### Alternative 3 – Removal of all ACM, Universal Waste & Potentially Hazardous Materials

Contracting the removal and disposal of all identified contaminants at the Site would likely be easier to implement than Alternative #2. It would not require safely storing or managing any materials on-site for future use. A licensed asbestos contractor would be hired to conduct abatement of ACM at the facility, while a second contractor could be employed to remove universal waste and potentially hazardous materials.

#### 3.2.3 Cost

##### Alternative 1 – No action

This option is the cheapest alternative and requires no money spent.

##### Alternative 2 – Partial Remediation

In this scenario, asbestos-containing pipe insulation and the silver coated asphalt roof material would be abated by a licensed professional. Given the media involved, it is anticipated that this will be a destructive process requiring the removal of roof penetrations in their entirety, leaving openings throughout the existing roof. Additionally, non-asbestos containing roofing materials attached to, or underlying identified ACM, will also need to be removed and disposed of during the abatement process. As a result, the cost of asbestos abatement needs to incorporate replacing the roof on Building #1.

Similarly, partial abatement of the facility's tile flooring and underlying asbestos-containing adhesive is dependent on the installation of new flooring over these materials. Universal waste and potentially hazardous materials would be collected and transported off-site for disposal or recycling, with the exception of those materials actively being used or stored for future use, including fluorescent light bulbs, light ballasts, and emergency exit signs. This Alternative also require drafting an Operation and Maintenance Plan for managing on-site materials moving forward.

Approximate Remediation Costs for Alternative #2:

##### **Asbestos –**

###### Building #1

187 linear feet (ACM) mudded pipe insulation	- \$9,350.00
650 square feet of silver-coated asphalt roof material	- \$6,500.00
543 Square Feet of new flooring	- \$3,801.00
Roof repair/replacement	- \$450,000.00

###### Building #2

3,018 square feet of new flooring	- \$21,126.00
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###### Building #3

1 (ACM) mudded-insulation pipe fitting	- \$300.00	
Operations & Maintenance Plan	- \$1,500.00	- <u>Subtotal \$492,577.00</u>

### Potentially Hazardous Materials & Universal Waste

Labor:	- \$1,980.00	
Equipment	- \$1,792.50	
Transportation:	- \$935.00	
Universal Wastes:	- \$1,057.10	
Paint Related Waste:	- \$957.00	
Oil Waste disposal:	- \$330.00	
Tank removal and disposal:	- \$1,402.50	
Reporting & Documentation	- \$1,200.00	- <u>Subtotal \$9,654.10</u>

Total approximate costs associated with Alternative #2 would be approximately \$502,231.10

### Alternative 3 – Removal of all ACM, Universal Waste & Potentially Hazardous Materials

Contracting the removal and disposal of all identified contaminants at the Site would result in the highest initial costs. However, this option could ultimately prove less expensive than Alternative #2 due to the liability and potential issues associated with leaving hazardous contaminants on-site. A licensed asbestos contractor would be required to conduct abatement of ACM and a second contractor would collect and dispose of universal waste and potentially hazardous materials.

Remediation of asbestos-containing floor tile adhesive will require the removal and disposal of all associated non-ACM floor tiles as Special Waste. This activity would be considered a "non-regulated" activity by MEDEP. Following tile removal, the least expensive option would involve using a chemical application to remove the ACM adhesive. This would be also considered a "non-regulated" activity by MEDEP and no full containment system would be required. Cost for this method would be approximately \$8 per square foot, however, some new flooring manufacturers will not warranty their product if it is installed on a floor that has been chemically stripped. The alternative removal method would involve using shot blast, or similar equipment, to mechanically remove the adhesive. This is the most costly approach and would need to be completed under full containment with final air clearance testing. Using this method would increase removal costs to approximately \$10 per square foot, but would allow for any new floor covering to be installed with no warranty related issues.

Asbestos-containing mudded fittings would be abated using the MEDEP "wrap and cut" method. This would involve wrapping two layers of 6 mil poly around each fitting and then cutting the impacted area from the system. This can be completed with minimal work area preparation and would cost between \$40.00 and \$50.00 dollars per fitting.

Removal of asbestos containing roof penetration coverings with silver coat is considered a "non-regulated" activity by MEDEP assuming the material is not cut, abraded, or drilled in the process. Based on the poor condition of the existing roof and costs associated with alternative methods, abatement of this ACM may involve removing the entire roof penetration for disposal as "special waste". An estimated cost for abatement would be \$10 per square foot and includes the special waste being placed into a lined container, transported by a licensed non-hazardous waste transporter, and disposed of at a landfill licensed to accept non-friable asbestos waste. As previously discussed, a new roof would need to be installed on the building following remedial activities.

Approximate Remediation Costs for Alternative #3:

**Asbestos –**

Building #1

187 linear feet (ACM) mudded pipe insulation	- \$9,350.00
650 square feet of silver-coated asphalt roof material	- \$6,500.00
543 square Feet tile adhesive and special waste	- \$5,430.00
Roof Repair/Replacement	-
\$450,000.00	

Building #2

3,018 square Feet tile adhesive and special waste	- \$30,180.00
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Building #3

1 (ACM) mudded-insulation pipe fitting	- \$300.00	- <u>Subtotal \$501,760.00</u>
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**Potentially Hazardous Materials & Universal Waste**

Labor:	\$4,026.00	
Equipment:	\$1,243.00	
Transportation:	\$1,540.00	
Fluorescent Light Tubes	\$1,959.76	
PCB Ballasts	\$7,807.80	
Universal Wastes:	\$1,153.20	
Paint Related Waste:	\$957.00	
Oil Waste disposal:	\$165.00	
Tank removal and disposal:	\$1,402.50	
Reporting & Documentation	\$1,200.00	- <u>Subtotal \$21,454.26</u>

Total costs associated with Alternative #3 would be approximately \$523,214.26

3.2.4 Extreme Weather Events

Proposed remedial options should be resilient to or unaffected by potential adverse impacts caused by extreme weather events.

**3.3 Recommended Alternative**

Based on anticipated effectiveness, feasibility of implementation, and cost, CEG recommends selecting Alternative #3. While both Alternative #2 and Alternative #3 would provide a reasonable approach, costs associated with Alternative #3 are only marginally higher and would result in the total removal of all potentially hazardous materials and universal wastes at the Site. CEG believes the potential liability associated with leaving these materials in place is prohibitive.

#### 4.0 SPOKESPERSON AND INFORMATION REPOSITORY

The Spokesperson for this project is Joanne O'Grady on behalf of the Friends of the Boat School, who may be contacted at:

Joanne O'Grady  
Friends of the Boat School Board of Directors  
16 Deep Cove Road  
P.O. Box 16  
Eastport, ME 04631  
[info@theboatschool.org](mailto:info@theboatschool.org)

The information repository for this project, including the environmental assessments, remediation plans, and other environmental information is located at the:

Maine Department of Environmental Protection  
Nick Hodgkins, Brownfields Project Manager  
State House Station 17  
28 Tyson Drive  
Augusta, Maine 04333-0017  
[nick.hodgkins@maine.gov](mailto:nick.hodgkins@maine.gov)  
(207) 592-0882

Public meetings will be held at the Eastport Port Authority Welcome Center, at the following address;

Eastport Port Authority Welcome Center  
141 Water Street  
Eastport, Maine 04631

## **Friends of the Boat School Public Meeting**

Date: Tuesday, October 25, 2022  
Time: 6:00 pm  
Place: Eastport Port Authority Welcome Center  
141 Water Street, Eastport, ME

### Meeting Summary:

Five people were in attendance, including members of the Friends of the Boat School (FOBS) board of directors. Joanne O'Grady, of the Friends of The Boat School (FOBs), had hard copies of the draft ABCA and draft grant application available for participants. Joanne briefly describing the USEPA Brownfields Program Cleanup Grant and the application process. Discussion was limited and no formal questions were asked. The meeting lasted less than 30 minutes before it was adjourned.

### **Summary of public comments received and response to comments following public announcement:**

No public comments were received regarding our grant application, draft ABCA, proposed remediation and redevelopment efforts, or any other aspect of this process.

PUBLIC COMMENT  
HEARING  
THE BOAT SCHOOL'S  
**EPA BROWNFIELD CLEAN UP GRANT  
APPLICATION**

October 25, 2022  
6:00pm  
Welcome Center

**ATTENDANCE SHEET**

**NAME**

**CONTACT INFO**

L //ti/J.9 Sfl/A Vo

LINGRINCH3@GMAIL.COM

S. Dean Pike

Mt..Jc...-f- G.

Meg DeCarvey

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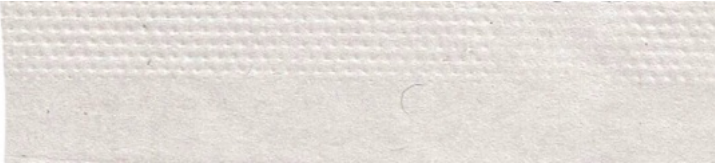
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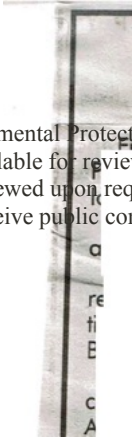
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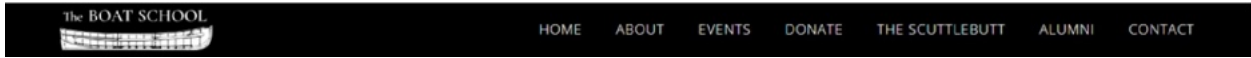
## COMMUNITY NOTIFICATION Publi Hearing

to apply for a United States Environmental Protection Agency (U.S. EPA) brownfield cleanup grant for The Boat School site located at 16 Deep Cove Road, Eastport Maine. Cleanup Alternatives (ABCA) is available for review at [theboatschool.org](http://theboatschool.org) website. All application documents can be reviewed upon request by emailing directly. Written comments and questions can also be submitted to Friends of The Boat School, 16 Deep Cove Road, Eastport, ME 04829. The public hearing application, ABCA, and to receive public comments will be held on Tuesday, October 25, 2022 at 6 p.m. at the Eastport Port Authority Welcome Center.

OCT 19 2022

# COMMUNITY NOTIFICATION OF PUBLIC HEARING

Friends of the Boat School intends to apply for a United States Environmental Protection Agency (U.S.EPA) Brownfield Cleanup Grant for The Boat School Site located at 16 Deep Cove Road, Eastport Maine. A public meeting to discuss the pending application, ABC.A., and to receive public comments will be held on Tuesday, October 25, 2022 at 6:00pm at the Eastport Port Authority X/Welcome Center.



This event has passed.

## COMMUNITY NOTIFICATION of PUBLIC HEARING

### OCTOBER 25 @ 6:00 PM

Friends of the Boat School intends to apply for a United States Environmental Protection Agency (U.S.EPA) Brownfield Cleanup Grant for The Boat School Site located at 16 Deep Cove Road, Eastport Maine.

This DRAFT Application is of the Brownfield Cleanup Authority (BCA) is a public hearing to review the Technical Report for the grant application. In addition, the DRAFT application for the application document will be reviewed upon request by emailing info@rhd.com or directly. Written comments should be submitted to Frknd@rhd.com on Monday, October 24, 2022 at 11:59 PM.

A public meeting to discuss the pending application, ABC.A., and to receive public comments will be held on Tuesday, October 25, 2022 at 6:00pm at the Eastport Port Authority X/Welcome Center.

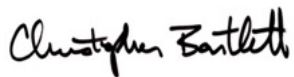
November 15, 2022

Meg O. McGarvey, Chairwoman  
Board of Directors  
Friends of The Boat School  
Marine Trades Development Corporation  
PO Box 16  
Eastport ME 04631

Dear Meg,

I'm writing to pledge my commitment to the Friends of the Boat School's proposal for an EPA Brownfields Cleanup grant. My role would be to serve as a liaison with Eastport's working waterfronts, fisheries, and aquaculture communities. I've been privileged to assist marine industries, resource agencies, and local organizations in Downeast Maine with R&D and tech transfer projects since 1995. I've also served as chair of the Eastport Harbor Committee since 2009 to present. I would be happy to work with you to engage citizens with information about your Brownfields cleanup project and I sincerely hope that your proposal is successful.

Best regards,



Christopher Bartlett  
Senior Extension Program Manager, Staff Development and Research Engagement  
Maine Sea Grant/University of Maine Cooperative Extension  
141 Water St., PO Box 278  
Eastport, Maine 04631  
[cbartlett@maine.edu](mailto:cbartlett@maine.edu)  
207.214.7061





**MAINE COMMUNITY FOUNDATION**

OPERATIONS ACCOUNT  
245 MAIN STREET  
ELLSWORTH, MAINE 04605  
(207)667-9735

**Machias** Savings Bank  
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Dollars\*\*

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THE  
ORDER  
OF

Friends of the Boat School Marine Trades DevelopmentC  
PO Box 16  
Eastport, ME 04631

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MAINE COMMUNITY FOUNDATION, OPERATIONS ACCOUNT To: Friends of the Boat School Marine Trades D 0477

VOICE NUMBER	DATE	DESCRIPTION	AMOUNT	DISCOUNT	NET AMOUNT
GE-17-74501 -1	5/17/2017	BELW- Belvedere General Charitable Grantmaking Fund	\$2,500.00	\$0.00	\$2,500.00
			<b>Totals:</b>	<b>\$0.00</b>	<b>\$2,500.00</b>

COMMUNITY FOUNDATION, OPERATIONS ACCOUNT To: Friends of the Boat School Marine Trades D 5 !f5

VOICE NUMBER	DATE	DESCRIPTION	AMOUNT	DISCOUNT	NET AMOUNT
GE-17-74204 -1	5/3/2017	WASH- Washington County Fund	\$2,500.01	\$0.00	\$2,500.00
			<b>Totals:</b>	<b>\$0.00</b>	<b>\$2,500.00</b>



