

UST Inspection Report

Tribal Express II

Date of Report: October 2, 2025

Inspection Date & Time: August 26, 2025, at 3:15 p.m. MDT

Weather: Sunny, 85 degrees Fahrenheit

Facility Owner: Assiniboine and Sioux Tribe

Facility Owner Address: 501 Medicine Bear Road
Poplar, Montana 59255

Facility Address: 2nd and Main Street
Frazer, Montana 59225

Facility Phone: 406-695-2177

Facility Representative(s): [REDACTED] Standing

EPA Facility ID Number: 2050100

Reason for Inspection: Routine compliance inspection

Inspector(s): [REDACTED] Person, EPA (lead)
[REDACTED] Grabowski, EPA
[REDACTED], Ft. Peck UST Coordinator

UST System Description

Tribal Express II (Facility) is a tribally-owned fueling station located on the Fort Peck Reservation in Frazer, Montana. The Facility is in temporary closure. The Environmental Protection Agency's Facility records indicate that the Facility has two jacketed steel underground storage tanks (USTs), which were installed in 1997. The diesel tank (MT Tag # 6214) has a capacity of 1,000 gallons. The gasoline tank (MT DEQ Tag #6215) has a capacity of 2,000 gallons. When operating, the Facility piping is safe suction and constructed with double-walled flexible plastic materials.

Inspection Narrative

On August 26, 2025, the EPA conducted an inspection at Tribal Express II in Frazer, Montana. The EPA last inspected the Facility on May 17, 2022, and selected it for routine re-inspection. On August 6, 2025, the EPA contacted the Facility representative to schedule the inspection. A record of communication is included as Attachment A.

The EPA inspector arrived at the Facility at approximately 3:15 p.m. The EPA inspector introduced herself and presented inspector credentials. The Facility representative consented to the inspection. The EPA inspector conducted a physical inspection of the UST system. Photographs of the UST system components taken during the inspection are in Attachment B.

Tank Leak Detection

EPA records indicate that the tank leak detection is manual interstice monitoring. There were no records of any monitoring performed at the Facility. On March 12, 2025, Montana DEQ reported to EPA that a state licensed UST inspector measured over 18 inches of fuel in the interstice of the diesel tank, and over 12 inches of water in the interstice of the gasoline tank. Following this report, the EPA required that the Facility have a system test conducted and the liquid removed from each interstice. On March 28, 2025, EPA received the results of system testing, which indicated that the diesel tank passed a tightness test, but the gasoline tank failed. According to the Facility representative, the owner has decided to put both systems out of operation instead of repairing the tank for continued operation.

Piping Leak Detection

Piping is safe suction design; therefore, no release detection is required.

Cathodic Protection

The UST and associated piping are constructed of a non-corrosive material, and therefore, cathodic protection testing is not required.

Periodic Testing/Inspection of Spill and Overfill Prevention Equipment

According to EPA records, the spill buckets and overfill prevention devices were inspected/tested and passed on March 12, 2025. The records were not available on-site at the time of inspection. The Facility is no longer selling fuel and does not receive deliveries.

Periodic O&M Walkthrough Inspections

No monthly and annual walkthrough inspections are being performed.

Operator Training

There are no records of designation or training for Class A, B, or C operators.

Financial Responsibility

The Facility did not have any documentation for the Financial Responsibility (FR) coverage. The EPA provided the Facility representative copies of communication from the State regarding their application to use the Montana Petroleum Tank Release Compensation (PTRC) fund as the mechanism for FR coverage.

Physical Observations

The EPA inspection team opened the fill ports and gauged the liquid level in both the tanks and the interstice. The spill buckets were clean, intact and functional. Flapper valves were present in each of the drop tubes. The larger piping transition lids and dispensers could not be opened. The interstice in both the diesel and the gasoline tank had been emptied, but still contained a small amount of liquid, which will likely evaporate over time. The diesel interstice was measured at approximately 2 inches of fuel and the unleaded interstice measured less than 1 inch of water.

The diesel primary tank contained approximately 4 inches of fuel (~30 gallons) and the gasoline primary tank contained approximately 8.5 inches of fuel (~180 gallons). The Facility's gauging stick was in good condition but due to a bend in the interstice port of the DSL tank, the stick could not be used.

Conclusion

At the end of the inspection, Ms. Person filled out an Onsite Deficiency Identification Form (see Attachment C), which represents the EPA staff's initial compliance recommendations at the time of the inspection. Ms. Person provided the onsite deficiency form to the operator and retained the carbon copy for recordkeeping. Prior to departing the Facility, Ms. Person stated that a full inspection report would be forthcoming, which includes the inspection checklist (see Attachment D).

Inspection Report Attachments

- A. Record of Communication
- B. Photo log
- C. Onsite Deficiency Identification Form
- D. Inspection checklist

Signature

Lead Inspector

 PERSON

 Digitally signed by  PERSON
Date: 2025.10.02 10:22:12 -06'00'

 Person

Date of signature