Chevron Pipeline Co. Pasco Bulk Fuel Terminal

SHARP Report — Part 1 of 2

Go to site contamination history

• SHARP first SHARP	v2024.04.29	Ecology Info	
• SHARP rating	Low	ERTS	none
• SHARP date	05/07/2025	CSID	4867
• EJFlagged?	✔ – Overridden	FSID	39378684
• LD confidence level	low	VCP	none
• Cleanup milestone	cleanup implementation	UST ID	none
• SHARPster	Christer Loftenius (site manager)	LUST ID	none

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	✔
Groundwater	C4	high	risk to off-site people	⊘
Surface water	D4	high	climate change impacts	⊘
Sediment	B3	low	plant/animal tissue data	⊘
Soil	D4	high		

Location and land use info

2900 Sacajavea Park Rd, Pasco, Franklin County, 99301

Primary parcel	112580020
Land use	industrial
Responsible unit	ERO

Sources reviewed

Remedial Investigation/ Feasibility Report
Cleanup Action Plan
Engineering Design Report
Compliance Monitoring Plan

Primary census tract	Associated census tracts
201	SHARP it

Local demographics comments

US EPA EJScreen web portal has ceased to be.

Source/source area description

The Site is used as a bulk fuel distribution terminal. Various petroleum hydrocarbon products, primarily fuels, are brought in and stored on-Site in aboveground storage tanks (ASTs) until being distributed to customers in the region as needed. Before 1950, the site was undeveloped land. Eighteen ASTs varying in storage capacity between approximately 588,000- and 2,520,000-gallons and eight fuel- additive ASTs with capacities between 500- and 12,000-gallons are at the Site (Northern and Southern Tank Areas). Additionally, one 23,000-gallon relief AST is present at the Site. The ASTs are used to store diesel, gasoline, jet fuel, and ethanol (URS and CH2M HILL.

Soil comments

Gasoline and diesel migrated downward in pearmeable glaciofluvial sand and gravel to groundwater at approx. 80 feet below the ground surface. The product left very little residue in the oils but lfowed into groundwater.

Groundwater comments

There are no groundwater production wells at risk downgradient from the site. However Snake River is located downgradient from the Site at the souther Site boundary. The groundwater gradient is very flat and toward the river.

Surface water comments

Snake River is located at the southern Site boundary. There is no access from the site to the river. However, the river is used for recreational fishing from boats.

Sediment comments

Snake River is located at thesouthern site boundary.

Indoor air comments

Petroleum-product (gasoline) impacted groundwater is found approximately 80 ft below the ground surface. There is approximately 60-70 ft of clean soil between contaminated groundwater and the ground surface. There is an operation and control building on-Site, but the depth to groundwater and lack of shallow soil contamiation makes the vapor intrusion risk low.

Additional factors comments

The site is fully enclosed and secure. The site is industral with no plants or animals present (except wasps).

Site history

Go to top

The Site has operated as a bulk fuel terminal since early 1950. Prior to 1950, this property was largely undeveloped land. Historical U.S. Geological Survey (USGS) topographic maps show that the BNSF railroad, located adjacent to the riverbank (AECOM, 2021) was constructed prior to 1917. The 1917 topographic map shows an unnamed road paralleling the railroad near the northwest Site boundary. USGS topographic maps between 1917 and 1951 indicate no change in features on or adjacent to the Site. A 1953 USGS topographic map labels the Site as “Oil,” indicating it was undeveloped land before the early 1950s.

2.3 Current Site Use

Most of the Site is approximately 33 acres on top of the bluffs overlooking the Snake River to the south. Sacajawea Park Road bisects the Site in a northeast-southwest orientation. Most of the Site operations take place to the south of Sacajawea Park. CPL operated the fuel terminal from September 1950 until Tesoro purchased the Site in June 2013. Tesoro continues to own and operate the terminal. The Site will remain an active fuel terminal for the foreseeable future.

Overflow - Site contamination and cleanup history

Second Parcel: No. 112580040 Site Cleanup

Site soil excavations and cleanup actions prior to 2010 are described in detail in the RI/FS. On July 14, 1986, a sheen was observed along the riverbank during routine measurement of groundwater levels. An absorbent boom was deployed to contain the suspected hydrocarbon. The sheen was caused by the terminal pipeline that was leaking jet fuel. The area surrounding the leaking pipeline was excavated in 1986 to identify the source of the sheen. A cleanup action consisting of excavation of 1,900 cubic yards of soil from the shoreline was performed in May 1987. Of this, 500 cubic yards were identified as petroleum-affected and replaced with clean fill.

In July 1986, light non-aqueous phase liquid (LNAPL) was noted in MW-2 in the Southern Tank Area. A skimmer system was installed in MW-2 in December 1987. A forensic analysis of the LNAPL in MW-2 determined that the source was unleaded gasoline, and therefore was not the source of the sheen observed on the riverbank in 1986 (as described above). LNAPL thicknesses of 1 foot or less continued to be observed in MW-2 in 1987 and 1988. Remediation in the vicinity of MW-2 varied between 1987 and 2000 and included use of a skimmer, a dual-phase LNAPL recovery system, a soil vapor extraction (SVE) system, and air sparging.

In November 1993, the SVE and air sparge system was expanded to include MW-3. By May 1996, only MW-3 contained measurable LNAPL; forensic analysis of the LNAPL in MW-3 was not performed. The source of this LNAPL is potentially gasoline releases near and upgradient of MW-3. The SVE and air sparge system was discontinued in July 2000. By this time, LNAPL was occasionally observed in MW-3 and was not observed in other wells. A hydrocarbon-absorbing sock was installed in MW-3 in approximately June 2000. By 2003, LNAPL was no longer detected in monitoring wells in the vicinity of MW-2. Deployment of oxygen releasing compound (ORC) sleeves were initiated as part of the Cleanup Action Plan in March 2024. ORC sleeves were insered into wells where the groundwater system at wells where IHSs remain above cleanup levels to increase the dissolved oxygen concentration to beable to enhance (accelerate) the aerobic degradation process in the vicinity of otherwise slowly responding wells, thereby reducing IHS concentrations.

The deployment of ORC sleever were inserted into monitoring wells MW-02, MW-03, MW-11, MW-12, MW-17, and MW-19 within the source areas.. The Engineering Design Report describes the ORC deployment plan in detail.

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SHARP Report — Part 2 of 2

4867 Chevron Pipeline Co. Pasco Bulk Fuel Terminal 20250507

First SHARP

SHARP rating — Low

Conceptual site model

05/07/2025

SHARP