

**ATTACHMENT #1**  
**Juneau International Airport (JIA) Board Meeting**  
**Chevron Discussion for Site 8-2307**  
**April 11 2007**

**Agenda Item:**

Former Chevron Bulk Plan 2007 Proposed Site Work Discussion

**Attendees:**

Stacie Frerichs (Chevron Corp.), John Riggi (Cambria-CRA)

**Background:**

Chevron operated the former facility from approximately 1958 to 1987. The former bulk terminal consisted of two 25,000-gallon aboveground storage tanks (ASTs) and one 25,000-gallon underground storage tank (UST). The two ASTs contained jet fuel and the UST contained aviation gasoline.

In 1987, Delta Western purchased the facility equipment and resumed operation until November 1998. The ASTs, UST, pump house, loading racks and associated equipment were removed in November 1998. Prior to demolishing the facilities, Delta Western constructed a new bulk fuel facility, approximately 100 feet (ft) southeast of the former location, consisting of three 30,000-gallon ASTs. Two of the ASTs contain jet fuel and the third AST contains aviation gasoline. These are the current tanks at the site.

**2007 Proposed Site Groundwater Remediation:**

Currently, the site use is industrial and the airport plans on continuing with this site use. A conceptual site model (CSM) will be completed to determine if there are any pathways that humans or wildlife could be exposed to the contamination. A CSM is part of ADEC regulations and it will help us prioritize actions at this site.

In addition to preparing the CSM, Chevron conducted a door to door well survey to identify in anyone within a ½ mile radius of the site is using a groundwater well as a drinking source. Cambria/CRA is currently completing the report for submittal to the ADEC by the first week in May. JIA will be copied on the report.

The survey identified one domestic water well within a ½-mile radius of the site. The well's distance and direction from the site and the groundwater flow direction leads Chevron to believe that it is not impacted from previous Chevron site activities.. In order to close the pathway and further refine the CSM, Chevron will recommend that the domestic well is sampled in 2007.

Also in 2007, CRA, on behalf of Chevron, plans to initiate groundwater remediation for the stable diesel range organics (DRO) plume near monitoring well MW-4 (Figure1). The current strategy is to reduce DRO concentrations in groundwater by low flow oxygen injections or an ozone diffuser equipped with a solar panel. This approach requires limited site construction for the remedial equipment and will operated from March thru November dependant on weather conditions. The purpose of the remediation is to reduce the DRO concentrations in groundwater approximately one order of magnitude. At the point of reaching the proposed levels, the technology will be reevaluated and monitored natural attenuation will be evaluated.

**Soil Remedial Plan Pending Future Site Development on Lots 5-6:**

In the event of future excavation or construction on Lots 5-6, where impacted soil may be found, Chevron will manage the excavated soil according to a soil and groundwater management plan.

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In 2006, Chevron prepared to assist in the construction of a new tank farm by meeting with JIA staff, prospective developer, and by submitting the August 11, 2006 Soil and Groundwater Management Plan. The Workplan was approved by ADEC with additional requests in an August 22, 2006 letter. Chevron is not aware of any development planned for 2007. Chevron recommends soil remediation by excavation only if development is to occur on the Lots 5-6.

In the event of future development that will require excavation of contaminated soils, Chevron would recommend the same approach as in 2006. We will support the development by meeting with the developer, the ADEC and JIA staff to gain an understanding of the development, prepare to enter a cost share agreement depending on the scope of work and which party will be excavating and handling the soil and treating the soil as proposed in the Cambria 2006 Soil and Groundwater Management Plan.

This 2006 plan laid out the approach of excavating impacted soil for physical or chemical treatment in a Category A soil remediation cell in accordance with ADEC 18 AAC 75.370. The site soil cleanup goals would be in accordance with Method II, Table B2, migration to groundwater, soil cleanup levels in the Over 40-inch rainfall zone. Previous meetings between JIA and Chevron had discussed locating the Category A soil cell on JIA properties. The soil will be excavated, stored and treated by Chevron until the soil is approved for re-use by the ADEC. JIA can use the treated soil for site grading upon ADEC approval in exchange for assisting with the temporary location of the soil cell on JIA properties. Chevron and JIA will complete any legal agreements regarding the fate and transport of the excavated soil prior to any site development.

The August 11, 2006 Soil and Groundwater Management Plan and August 22, 2006 ADEC letter to Cambria are public documents and copies may be obtained at the ADEC, Division of Spill Prevention and Response, 410 Willoughby Avenue, Suite 303, Juneau.

**Previous meeting notes (included for reference):**

Notes from December 2006 JIA Board Meeting:

People from Chevron Oil were in Juneau the previous week. They were trying to tie their cleanup with Petro Marine's plan. Chevron representatives suggested that the cleanup work be postponed until there is some development plan. In discussions with DEC people, they said there is no pressing urgency. Petro Marine has not had any further contact with the Airport regarding tank farm leasing. The Board felt the cleanup should go forward with or without a development plan. Chair Swanson noted that the owners of the tanks should cleanup the tanks currently located in the tank farm. He also felt that they should not be painted white, which shows all of the flaws.

JIA-Chevron-Cambria 2/23/07 Meeting Notes:

No current plans for development on Lots 5-6 JIA Properties. Environmental Impact Statement will be completed in June 2007 for JIA Runway Expansion, Duck Creek relocation and terminal expansion. Stacie and John to discuss site plans with JIA at April board meeting.