

ALAMEDA COUNTY
HEALTH CARE SERVICES
AGENCY

REBECCA GEBHART, Interim Director



DEPARTMENT OF ENVIRONMENTAL HEALTH
LOCAL OVERSIGHT PROGRAM (LOP) FOR
HAZARDOUS MATERIALS RELEASES
1131 HARBOR BAY PARKWAY
ALAMEDA, CA 94502
(510) 567-6700
FAX (510) 337-9335

August 15, 2017

Union Pacific Railroad
9451 Atkinson, Suite 100
Roseville, CA 95747
Attn.: Lauren Mancuso (*Sent via electronic mail to lamancus@up.com*)

Subject: Case Closure for Site Cleanup Program (SCP) Case No. RO0003169 and GeoTracker Global ID T10000006708, Locomotive Diesel Spill, 1408 Middle Harbor Road, Oakland, CA 94607

Dear Ms. Mancuso:

This letter confirms the completion of site investigation and remedial actions for the soil and groundwater investigation at the above referenced site. We are also transmitting the enclosed case closure summary. These documents confirm the completion of the investigation and cleanup of the reported releases at the subject site with the provision that the information provided to this agency was accurate and representative of existing conditions. The subject Site Cleanup Program (SCP) case is closed. This case closure letter and the case closure summary can also be viewed on the State Water Resources Control Board's Geotracker website (<http://geotracker.waterboards.ca.gov>) and the Alameda County Environmental Health website (<http://www.acgov.org/aceh/index.htm>).

Due to residual contamination, the site was closed with Site Management Requirements that limit future land use to the current commercial/ industrial land use as a rail yard. Site Management Requirements are further described in Additional Information of the attached Case Closure Summary.

If you have any questions, please call Keith Nowell at (510) 567-6764. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Dilan Roe".

Dilan Roe, P.E.
LOP and SCP Program Manager

Enclosures: 1. Remedial Action Completion Certification
 2. Case Closure Summary

Cc w/enc.: Steve Pearson, Union Pacific Railroad, (*Sent via electronic mail to sapearso@up.com*)

Cheryl Prowell, San Francisco Bay Regional Water Board, 1515 Clay Street, Suite 1400, Oakland, CA 94612 (*Sent via electronic mail to cheryl.prowell@waterboards.ca.gov*)

Mark Arniola, City of Oakland Public Works, Environmental Services, 250 Frank H. Ogawa Plaza, Suite 5301, Oakland, CA 94612 (*Sent via electronic mail to marniola@oaklandnet.com*)

Dave Harlan, City of Oakland Planning and Building, 250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612 (*Sent via electronic mail to marniola@oaklandnet.com*)

Chandra Johannesson, EBMUD Utility Discharge Section, P.O. Box 24055, MS 702, Oakland, CA 94623 (*Sent via electronic mail to cjohanne@ebmud.com*)

Scott Hackman, ARCADIS U.S., Inc., 101 Creekside Ridge Court, Suite 200, Roseville, CA 95678 (*Sent via electronic mail to scott.hackman@arcadis-us.com*)

Keith Nowell, ACDEH, (*Sent via electronic mail keith.nowell@acgov.org*)

eFile, GeoTracker.:

Case Closure Summary Form

Agency Information

Date: August 15, 2017

Alameda County Department of Environmental Health	Address: 1131 Harbor Bay Parkway
City/State/Zip: Alameda, CA 94502-6577	Phone: (510) 567-6764
Case Worker: Keith Nowell	Title: Hazardous Materials Specialist

Case Information

Facility Name: Locomotive Diesel Spill		
Facility Address: 1408 Middle Harbor Road, Oakland, CA 94607		
Regional Water Board LUSTIS Case No.: ---	Former ACDEH Case No.: ---	Current SCP Case No.: RO0003169
Unauthorized Release Form Filing Date: ----	State Water Board GeoTracker Global ID: T10000006708	
Assessor Parcel Number: 18-390-10-13	Current Land Use: Commercial/ Industrial (Railroad Yard)	
Responsible Party(s):	Address:	Phone:
Union Pacific Railroad c/o Ms. Lauren Mancuso	9451 Atkinson, Suite 100 Roseville, CA 95747	---

Tank Information

Tank No.	Size (gal)	Contents	Closed in-Place / Removed	Date
---	4,000	Diesel	N/A	3/26/2015

Site Closure Evaluation Summary

<p><u>Current Land-use at time of Closure</u></p> <p>The site is located in a Union Pacific Railroad (UP) intermodal rail yard consisting of multiple rail spurs and sidings in addition to multiple main lines. This case was opened in response to an unauthorized release of diesel fuel from a ruptured locomotive fuel tank along Track 58 on March 26, 2015, releasing approximately 4,000 gallons of diesel fuel. Though land ownership is identified as Southern Pacific (SP Co) in Attachment 4, Southern Pacific merged with UP on September 11, 1996.</p> <p>Due to residual contamination, the site was closed with site management requirements that include notifying Alameda County Department of Environmental Health (ACDEH) of a proposed change in land use to any residential or conservative land use, or if any redevelopment or building alteration is proposed that affect or disturb the existing subsurface conditions at the site.</p> <p><u>Adjacent Property(ies) Land-use at Time of Closure</u></p> <p>The site is bounded on the north by Interstate Highway 880 (I-880) and the west by Port of Oakland shipping facilities. Additional UP facilities are located to the south and east.</p> <p><u>Historic Land-use / Site Investigation</u></p> <p>The site has been the location of UP rail facilities since at least the 1870s. At the time of the release the site was developed as a rail yard. The release occurred on Track 58, approximately 250 feet south-southwest of I-880.</p>

Case Closure Summary Form

Potential Exposure to Chemicals of Concern

Approximately 4,000 gallons of red dye diesel fuel was released at the site as a result of the locomotive fuel tank rupture. Total petroleum hydrocarbons as diesel (TPHd and naphthalene are chemicals of concern. Potential exposure routes are direct contact and inhalation. Based on the remedial actions described below, the release was contained and the fuel recovered.

Remediation Activities

Approximately 4,000 gallons of diesel fuel was released as a result of the tank rupture. Emergency response activities, initiated on March 26, 2015, consisted of the excavation of extraction trenches. As of March 28, 2015, 1,200 gallons of diesel were recovered. Following the emergency response, sections of track were removed along three of the rail lines and soil was excavated between April 7 and April 20, 2015 to a depth of approximately five (5) feet- the depth to first water. Approximately 1,570 tons of soil was removed and disposed off-site. A grab-groundwater sample collected from the excavation indicated the release resulted in minimal impacts to groundwater.

Case Closure & Future Site Management Requirements

Although not an underground storage tank, this fuel release case has been evaluated for closure using the criteria contained in the State Water Resource Control Board Low-Threat Underground Storage Tank Closure Policy (LTCP) for petroleum related contaminants. Although the site does not meet the LTCP Vapor Intrusion to Indoor Air and Direct Contact Media Specific Criteria, the site is considered a low risk due to its location and land use.

Due to residual contamination at the site, the site is closed as a commercial rail yard with site management requirements. If there is a proposed change in land use to any residential, or conservative land use, or if any redevelopment occurs, ACDEH must be notified as required by Government Code Section 65850.2.2. ACDEH will re-evaluate the site relative to the proposed redevelopment. Excavation or construction activities in areas of residual contamination require planning and implementation of appropriate health and safety procedures by the responsible party prior to and during excavation and construction activities.

Refer to Attachments 1 through 4 for analysis details

Site Management Requirements

Case closure is granted for the current commercial/ industrial land use as a rail yard.

Due to residual subsurface contamination remaining at the site, if any redevelopment occurs, or if a proposed change in land use to residential, or other conservative land use, Alameda County Department of Environmental Health (ACDEH) must be notified as required by Government Code Section 65850.2.

Excavation or construction activities in areas of residual contamination require planning and implementation of appropriate health and safety procedures by the responsible party prior to and during excavation and construction activities.

This site is to be entered into the City of Oakland Permit Tracking System due to the residual contamination on site.

Institutional Controls

Not Applicable

Engineering Controls

Not Applicable

Case Closure Summary Form




Case Closure Public Notification Information

Agency Type	Agency Name	Contact Information
Regional Water Board	San Francisco Bay	Cheryl Prowell 1515 Clay Street, Suite 1400 Oakland, CA 94612
Municipal and County Water Districts	East Bay Municipal Utility District	EBMUD Utility Discharge Section P.O. Box 24055, MS 702 Oakland, CA 94623 Attn.: Chandra Johannesson
Water Replenishment Districts	Not Applicable	----
Groundwater Basin Managers	Not Applicable	----
Planning Agency	City of Oakland	City of Oakland Planning and Building 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612 Attn.: Dave Harlan
Public Works Agency	City of Oakland	City of Oakland Public Works Environmental Services 250 Frank H. Ogawa Plaza, Suite 5301 Oakland, CA 94612 Attn.: Mark Arniola
Owners and Occupants of Property and Adjacent Parcels	See List in Attachment 4	----

Monitoring Wells Status

Monitoring Wells (MW) Onsite: 0	MWs Destroyed: NA
No MWs Destroyed: NA	No. MWs Retained: NA

Local Agency Signatures

Case Worker: Keith Nowell	Title: Hazardous Materials Specialist
Signature: 	Date: 8-15-2017
Paresh Khatri	Title: Supervisor
Signature: 	Date: 8/15/2017
Approved by: Dilan Roe	Title: Chief, Land Water Division
Signature: 	Date: 8/15/2017

This Case Closure Summary along with the Case Closure Transmittal letter and the Remedial Action Completion Certification provides documentation of the case closure. This closure approval is based upon the available information and with the provision that the information provided to this agency was accurate and representative of site conditions. The Conceptual Site Model may not contain all available data. Additional information on the case can be viewed in the online case file. The entire case file can be viewed over the Internet on the Alameda County Department of Environmental Health (ACDEH) website (<http://www.acgov.org/aceh/lop/ust.htm>) or the State of California Water Resources Control Board GeoTracker website (<http://geotracker.waterboards.ca.gov>). Not all historic documents for the fuel leak case may be available on GeoTracker. A more complete historic case file for this site may be located on the ACDEH website.

Case Closure Summary Form

Geotracker Conceptual Site Model (Attachment 1, 2 pages)

Soil and Groundwater Evaluation and Data with Activities Report Summary (Attachment 2, 17 pages)

Responsible Party Information (Attachment 3, 2 pages)

Case Closure Public Notification Information (Attachment 4, 3 pages)

ATTACHMENT 1

LOCOMOTIVE DIESEL SPILL (T1000006708) - [MAP THIS SITE](#) PUBLIC PAGE

1408 MIDDLE HARBOR ROAD - [VIEW ALTERNATE ADDRESSES](#)
 OAKLAND, CA 94607
 ALAMEDA COUNTY
 CLEANUP PROGRAM SITE
 STATUS: COMPLETED - CASE CLOSED

CLEANUP OVERSIGHT AGENCIES
 ALAMEDA COUNTY LOP (LEAD) - CASE #: R00003169 - [KEITH NOWELL](#)
 SAN FRANCISCO BAY RWQCB (REGION 2) - [Regional Water Board](#)

THIS PROJECT WAS LAST MODIFIED BY [KEITH NOWELL](#) ON 8/15/2017 2:32:46 PM - [HISTORY](#)

UST CLEANUP FUND CLAIM INFORMATION (DATA PULLED FROM SCUFIS)

CLAIM NO	PRIORITY	CLAIMANT	SITE ADDRESS	AMT REIMB TO DATE	AGE OF LOC	IMPACTED WELLS?	REVIEW NUM	REVIEWER	FIVE YEAR REVIEW INFORMATION		
									FUND RECOMMENDATION	TO OVERSIGHT DATE	TO CLAIMANT DATE

PROJECT INFORMATION (DATA PULLED FROM GEOTRACKER) - [MAP THIS SITE](#)

SITE NAME / ADDRESS	STATUS	STATUS DATE	RELEASE REPORT DATE	AGE OF CASE	CLEANUP OVERSIGHT AGENCIES
LOCOMOTIVE DIESEL SPILL (Global ID: T1000006708) 1408 MIDDLE HARBOR ROAD OAKLAND, CA 94607	Completed - Case Closed	8/15/2017	3/26/2015	2	ALAMEDA COUNTY LOP (LEAD) - CASE #: R00003169 CASEWORKER: KEITH NOWELL - SUPERVISOR: DILAN ROE SAN FRANCISCO BAY RWQCB (REGION 2) CASEWORKER: Regional Water Board - SUPERVISOR: NONE SPECIFIED

STAFF NOTES (INTERNAL)
 Not all historic documents for the fuel leak case may be available on GeoTracker. A more complete historic case file for this site is located on the Alameda County Environmental Health website at <http://www.acgov.org/aceh/lop/ust.htm>. Please copy and paste this link into your browser to access the ACDEH website.
 This case was opened in response to an unauthorized release of diesel fuel from a ruptured locomotive fuel tank on March 26, 2015 at the Union Pacific Rail Yard.

SITE HISTORY
 Current Land-use at time of Closure-
 The site is located in a Union Pacific Railroad (UP) intermodal rail yard consisting of multiple rail spurs and sidings in addition to multiple main lines. This case was opened in response to an unauthorized release of diesel fuel from a ruptured locomotive fuel tank along Track 58 on March 26, 2015, releasing approximately 4,000 gallons of diesel fuel. Though land ownership is identified as Southern Pacific (SP Co) in Attachment 4, Southern Pacific merged with UP on September 11, 1996.
 Due to residual contamination, the site was closed with site management requirements that include notifying Alameda County Department of Environmental Health (ACDEH) of a proposed change in land use to any residential or conservative land use, or if any redevelopment or building alteration is proposed that affect or disturb the existing subsurface conditions at the site.
 Adjacent Property(ies) Land-use at Time of Closure-
 The site is bounded on the north by Interstate Highway 880 (I-880) and the west by Port of Oakland shipping facilities. Additional UP facilities are located to the south and east.
 Historic Land-use / Site Investigation-
 The site has been the location of UP rail facilities since at least the 1870s. At the time of the release the site was developed as a rail yard. The release occurred on Track 58, approximately 250 feet south-southwest of I-880.
 Potential Exposure to Chemicals of Concern-
 Approximately 4,000 gallons of red dye diesel fuel was released at the site as a result of the locomotive fuel tank rupture. Total petroleum hydrocarbons as diesel (TPHD and naphthalene are chemicals of concern. Potential exposure routes are direct contact and inhalation. Based on the remedial actions described below, the release was contained and the fuel recovered.
 Remediation Activities-
 Approximately 4,000 gallons of diesel fuel was released as a result of the tank rupture. Emergency response activities, initiated on March 26, 2015, consisted of the excavation of extraction trenches. As of March 28, 2015, 1,200 gallons of diesel were recovered. Following the emergency response, sections of track were removed along three of the rail lines and soil was excavated between April 7 and April 20, 2015 to a depth of approximately five (5) feet- the depth to first water. Approximately 1,570 tons of soil was removed and disposed off-site. A grab-groundwater sample collected from the excavation indicated the release resulted in minimal impacts to groundwater.
 Case Closure & Future Site Management Requirements-
 Although not an underground storage tank, this fuel release case has been evaluated for closure using the criteria contained in the State Water Resource Control Board Low-Threat Underground Storage Tank Closure Policy (LTCP) for petroleum related contaminants. Although the site does not meet the LTCP Vapor Intrusion to Indoor Air and Direct Contact Media Specific Criteria, the site is considered a low risk due to its location and land use.
 Due to residual contamination at the site, the site is closed as a commercial rail yard with site management requirements. If there is a proposed change in land use to any residential, or conservative land use, or if any redevelopment occurs, ACDEH must be notified as required by Government Code Section 65850.2.2. ACDEH will re-evaluate the site relative to the proposed redevelopment. Excavation or construction activities in areas of residual contamination require planning and implementation of appropriate health and safety procedures by the responsible party prior to and during excavation and construction activities

RESPONSIBLE PARTIES

NAME	ORGANIZATION	ADDRESS	CITY	EMAIL
LAUREN MANCUSO	UNION PACIFIC RAILROAD CO	9451 ATKINSON STREET, SUITE 100	ROSEVILLE	lmancuso@up.com

CLEANUP ACTION INFO

ACTION TYPE	BEGIN DATE	END DATE	PHASE	CONTAMINANT MASS REMOVED	DESCRIPTION
EXCAVATION	4/7/2015	4/20/2015	Soil		1,570 tons soil excavated for off-site disposal
FREE PRODUCT REMOVAL	3/25/2015	4/20/2015	Liquid Waste, Soil	1,200 Gallons	1,200 gallons free product as diesel removed. Soil excavation performed 4/7 to 4/20/2015 removing 1,570 tons of soil and ballast. Total quantity of diesel recovered calculated to be at least 4,500 gallons, including diesel from historic releases

RISK INFORMATION [VIEW CASE REVIEWS](#)

CONTAMINANTS OF CONCERN	CURRENT LAND USE	BENEFICIAL USE	DISCHARGE SOURCE	DATE REPORTED	STOP METHOD	NEARBY / IMPACTED WELLS	
Diesel	Industrial	GW - No Beneficial Use	Other	3/26/2015		0	
FREE PRODUCT	OTHER CONSTITUENTS	NAME OF WATER SYSTEM	LAST REGULATORY ACTIVITY	LAST ESI UPLOAD	LAST EDF UPLOAD	EXPECTED CLOSURE DATE	MOST RECENT CLOSURE REQUEST
			4/26/2017	7/29/2015	7/29/2015		

CDPH WELLS WITHIN 1500 FEET OF THIS SITE
 NONE

CALCULATED FIELDS (BASED ON LATITUDE / LONGITUDE)

APN	GW BASIN NAME	WATERSHED NAME
0000039001013	Santa Clara Valley - East Bay Plain (2-9.04)	South Bay - East Bay Cities (204.20)
COUNTY	PUBLIC WATER SYSTEM(S)	
Alameda	EAST BAY MUD - 375 ELEVENTH STREET, OAKLAND, CA 94607	

MOST RECENT CONCENTRATIONS OF PETROLEUM CONSTITUENTS IN GROUNDWATER - HIDE								VIEW ESI SUBMITTALS	
FIELD PT NAME	DATE	TPH _g OTHER OTHER	BENZENE	TOLUENE	ETHYL-BENZENE	XYLENES	MTBE	IBA	
BOTTOM QCTB	4/14/2015 4/14/2015		ND ND	1.3 UG/L ND	ND ND	12 UG/L ND			
MOST RECENT CONCENTRATIONS OF PETROLEUM CONSTITUENTS IN SOIL - HIDE								VIEW ESI SUBMITTALS	
FIELD PT NAME	DATE	TPH _g	BENZENE	TOLUENE	ETHYL-BENZENE	XYLENES	MTBE	IBA	
SS-1	4/14/2015		ND	ND	ND	ND			
SS-10	4/14/2015		ND	ND	990 UG/KG	7800 UG/KG			
SS-11	4/14/2015		ND	ND	ND	ND			
SS-12	4/14/2015		ND	ND	ND	ND			
SS-13	4/14/2015		ND	ND	ND	ND			
SS-14	4/14/2015		ND	ND	ND	11 UG/KG			
SS-15	4/14/2015		ND	ND	ND	38 UG/KG			
SS-16	4/14/2015		ND	7.2 UG/KG	9.3 UG/KG	110 UG/KG			
SS-17	4/14/2015		ND	ND	ND	440 UG/KG			
SS-18	4/14/2015		ND	ND	ND	ND			
SS-19	4/14/2015		ND	ND	ND	ND			
SS-2	4/14/2015		ND	ND	9.9 UG/KG	140 UG/KG			
SS-20	4/14/2015		ND	ND	ND	ND			
SS-21	4/14/2015		ND	ND	ND	170 UG/KG			
SS-22	4/14/2015		ND	ND	ND	ND			
SS-23	4/14/2015		ND	ND	ND	790 UG/KG			
SS-24	4/14/2015		ND	ND	23 UG/KG	650 UG/KG			
SS-25	4/14/2015		ND	ND	ND	ND			
SS-3	4/14/2015		ND	ND	ND	ND			
SS-4	4/14/2015		ND	ND	ND	ND			
SS-5	4/14/2015		ND	ND	ND	ND			
SS-6	4/14/2015		ND	ND	ND	22 UG/KG			
SS-7	4/14/2015		ND	ND	ND	ND			
SS-8	4/14/2015		ND	ND	ND	ND			
SS-9	4/14/2015		ND	ND	ND	15 UG/KG			
WC-1	3/31/2015		ND	91 UG/KG	110 UG/KG	5900 UG/KG		ND	
WC-2	3/31/2015		18 UG/KG	3000 UG/KG	5400 UG/KG	28000 UG/KG		ND	
WC-3	3/31/2015		ND	ND	630 UG/KG	3600 UG/KG		ND	
WC-4	4/8/2015		ND	ND	ND	130 UG/KG		ND	
WC-5	4/8/2015		ND	510 UG/KG	960 UG/KG	5200 UG/KG		ND	
WC-6	4/8/2015		ND	ND	ND	ND		ND	
MOST RECENT GEO_WELL DATA - HIDE								VIEW ESI SUBMITTALS	
NO GEO_WELL DATA HAS BEEN SUBMITTED TO GEOTRACKER ESI FOR THIS SITE									

ATTACHMENT 2



RECEIVED

By Alameda County Environmental Health 9:59 am, Jul 30, 2015

Mr. Keith Nowell, PG, CHG
Hazardous Materials Specialist
Alameda County Environmental Health
1131 Harbor Bay Parkway
Alameda, California 94502-6540

ARCADIS U.S., Inc.
101 Creekside Ridge Court
Suite 200
Roseville
California 95678
Tel 916 786 0320
Fax 916 786 0366
www.arcadis-us.com

Subject:

Red Dye Diesel Fuel Release Response Revised Summary Report
Union Pacific Railroad
Oakland, CA – March 26, 2015 Locomotive Fuel Release
Alameda County Case Number RO3169

ENVIRONMENT

Date:
July 29, 2015

Dear Mr. Nowell:

ARCADIS U.S., Inc. (ARCADIS) has prepared this summary report on behalf of Union Pacific Railroad (UPRR). This report summarizes response activities implemented following a locomotive red dye diesel fuel release that occurred on March 26, 2015 along Track 58 at the Intermodal Yard in Oakland, California (Site; Figure1).

Contact:
Scott Hackman

Phone:
916.786.7369

This report has been prepared at the request of the Alameda County Environmental Health Department (ACEHD) and presents background information, release response activities, sampling results, data evaluation, and project conclusions and recommendations related to the release.

Email:
scott.hackman@arcadis-us.com

Our ref:
RV009598.0000

The ACEHD requested copies of the analytical laboratory reports associated with waste characterization soil samples WC-1 through WC-6 and disposal manifests for material removed for off-site disposal in an emailed dated July 14, 2015. This report has been revised to accommodate the ACEHD requests.

Background

On March 26, 2015, UPRR personnel were moving a locomotive along Track 58 at the Site, and a damaged track ruptured the fuel tank of the locomotive. The rupture caused a diesel fuel release that extended approximately 215 feet along Track 58 and adjacent Tracks 57 and 59. The diesel fuel release area is approximately 3,000 feet from the nearest surface water (Figure 1) and the extent of the release area is shown on Figure 2.

Imagine the result

UPRR estimated that approximately 4,000 gallons of diesel fuel were released from the locomotive fuel tank, based upon observed fuel tank levels. Immediately after identifying that the release occurred, UPRR contacted NRC and ARCADIS for cleanup support.

UPRR also notified the appropriate local and state agencies associated with release notification practices. Representatives from the ACEHD and the California Department of Fish and Wildlife visited the Site and observed the release response activities on March 26, 2015.

ACEHD upload requirements, a request for a work plan, and ACEHD case worker contact information was communicated to UPRR in an ACEHD email dated March 30, 2015. The *Updated Soil Excavation Work Plan*, prepared by ARCADIS and dated April 8, 2015 (the Work Plan), was submitted to the ACEHD and subsequently contingently approved by the ACEHD with requests on April 13, 2015. The release response and soil excavation activities summarized in this report were conducted in accordance with ACEHD requests and the Work Plan.

Objectives

The objectives of the response activities were to recover diesel product released on March 26, 2015 and to remove soil impacted by the March 26, 2015 release to the extent practicable.

These objectives were accomplished by excavating soil exhibiting the presence of newly released diesel fuel along the track and by recovering diesel product and contaminated water from the excavation. A summary of completed response activities is presented below.

Initial Release Response Scope of Work Conducted

Emergency response activities were conducted between March 26, 2015 and April 6, 2015 by ARCADIS and NRC on behalf of UPRR. These activities included advancing recovery trenches to remove product, removing portions of UPRR rail to facilitate soil excavation, and collecting waste characterization samples. The waste characterization sample locations are shown on Figure 2 and field photographs are included in Attachment 1.

On March 26, 2015, NRC and ARCADIS mobilized to the Site to assess the extent of impact and to initiate release response activities. Absorbent booms were placed at surface storm water drainage vaults and storm water outfalls in the vicinity of the release. Released diesel product was not observed in the storm water system on the Site during the release response.

NRC notified the Underground Service Alert and UPRR Call Before You Dig Hotline prior to subsurface disturbance.

Two approximately 200-foot-long recovery trenches (Trenches 1 and 2) were excavated to a depth of approximately 3 feet below ground surface (bgs) between Tracks 57 and 58 (Trench 1) and between Tracks 58 and 59 (Trench 2) to remove free product using a vacuum truck. In addition, on March 28, 2015 a third recovery trench (Trench 3) was excavated to a depth of approximately 4.5 feet bgs between Tracks 59 and 60 based on lateral extent potholing visual observations.

Corrugated polyvinyl chloride (PVC) pipe wrapped in mesh was installed in Trenches 1, 2, and 3 to collect diesel product. The trenches were backfilled with native material, and recovered product and water were purged from risers on each end of the PVC pipe using a vacuum truck. The diesel release area and recovery trench locations are shown on Figure 2.

Approximately 220 feet of track were removed from Track 58 and approximately 85 feet of track were removed from Tracks 57 and 59 to facilitate excavation. The excavation area was secured using orange safety barriers to prevent unauthorized entry into the work zone.

Soil Excavation Scope of Work Conducted

The excavation phase of this project was conducted between April 7, 2015 and April 20, 2015. The excavation was backfilled on April 21 and April 22, 2015. The excavation activities included removing visually impacted soil, collecting sidewall samples from left-in-place soil, and backfilling. The soil excavation area, left-in-place soil sampling locations, and soil sample diesel concentrations are shown on Figure 3. Field photographs are included in Attachment 1, and analytical laboratory reports, laboratory chromatograms, and a data validation memo are included in Attachment 2.

On April 7, 2015, Mainline, a UPRR excavation contractor, began to excavate diesel-impacted soil in the area of Track 58 beginning at the north end of the impacted area.

The recovery trenches were destroyed during the excavation activities. The excavated soil was stockpiled in a staging area before being loaded into gondola cars provided by UPRR for transport to ECDC Environmental Landfill (ECDC) in East Carbon, Utah.

An access road was built over rails near the south end of the excavation connecting the excavation area with the staging area. NRC continued to pump water and product from the excavation and monitor storm water outfalls during the soil removal activities.

By April 20, 2015, visually impacted soil removal was complete and approximately 1,570 tons of soil had been excavated. The completed excavation measured 214 feet long by 16.5 feet wide, with an 80-foot-long section in the center extended outward an additional 9 feet on the north side and 10 feet on the south side. The excavation was advanced to a depth of 5 feet bgs approximately to first encountered groundwater.

The excavation was extended to the extent practicable that met the objectives of the response activities. The excavation was extended to first encountered groundwater and laterally to the edge of the nearest active rail line and railroad infrastructure.

Excavation Backfilling

The bottom 3 feet of the excavation were backfilled by Mainline using approximately 970 tons of imported virgin Class II aggregate base from Graniterock – Wilson Quarry (Graniterock) in Aromas, California. In addition, the top approximately 2 feet of the excavation were backfilled by Mainline using ballast rock as requested by UPRR.

Sample results provided by Graniterock for the virgin Class II aggregate base were presented to the ACEHD in an email dated April 21, 2015. The ACEHD approved the backfill in its email to UPRR dated April 21, 2015. Copies of the sample results and the email communication are included in Attachment 3.

Waste Management

Six representative soil samples were collected from the release area to characterize the soil for disposal (WC-1 through WC-6; Figure 2). Based on the analytical results, the approximately 1,570 tons of excavated soil were classified as non-RCRA, California-hazardous waste, loaded onto gondola cars, and transported by rail to ECDC. Signed soil disposal manifests and tabulated ECDC measured soil weights are included in Attachment 4.

Red dye diesel product was purged from the three recovery trenches and from the excavation by a vacuum truck. Approximately 1,200 gallons of product and approximately 35,500 gallons of water were recovered during the response activities and containerized in two on-site aboveground tanks.

A sample of the water (Tank A3635 in Table 1) and a sample of the product were collected by NRC for characterization purposes. Based on the analytical results, the approximately 1,200 gallons of recovered product were classified as non-RCRA, California-hazardous waste and transported by truck to Clean Harbors in San Jose, California and the approximately 35,500 gallons of water were classified as non-hazardous waste and transported by truck to Altamont Landfill in Livermore, California. Signed liquid disposal manifests are included in Attachment 4.

Sampling Activities

On April 14, 2015, 25 post-excavation soil samples were collected from soil left in place on the excavation sidewalls at approximate depths ranging from 2.5 to 4.0 feet bgs. Soil samples were collected from sidewall areas with assumed highest concentrations of diesel using an excavator bucket. In addition, a sample was collected from water observed in the bottom of the excavation.

The soil samples and water sample were analyzed for the following:

- Total extractable petroleum hydrocarbons as diesel range organics (TPH-E [DRO]; carbon chain C13 through C22 with silica gel cleanup), using United States Environmental Protection Agency (USEPA) Method 8015B
- TPH-E as oil range organics (ORO; carbon chain C23 through C40 with silica gel cleanup), using USEPA Method 8015B
- TPH-Purgeable as gasoline range organics (TPH-P [GRO]; carbon chain C4 through C12), using USEPA Method 8260B
- Benzene, toluene, ethylbenzene, and total xylenes (BTEX) and naphthalene, using USEPA Method 8260B.

The collected samples were labeled, placed in an ice-chilled cooler, and delivered to TestAmerica of Pleasanton, California, a California-certified laboratory. Chain-of-custody documentation is included in Attachment 2. The approximate soil sampling locations are shown on Figure 3.

Data Validation

Analytical data were reviewed by Conestoga-Rovers & Associates (CRA) in accordance with the criteria established by the analytical methods and the *USEPA Contract Laboratory Program National Functional Guidelines for Superfund Organic Methods Data Review*, dated June 2008.

Duplicate soil samples were collected to support the data validation process. As shown in Table 1, sample D-1 correlated with sample SS-10-3.5, sample D-2 correlated with sample SS-17-3.5, sample D-3 correlated with sample SS-18-3.5, and sample D-4 correlated with sample SS-20-3.5. Duplicate samples were included in the data assessment.

Based on the information presented in the validation memo reference number 058324-1957, prepared by CRA and dated May 22, 2015, the summarized data are acceptable with the specific qualifications noted in the memo.

Water Analytical Results Summary

The water sample collected from the bottom of the excavation was labeled "Bottom Sample" (Table 1). TPH-P (GRO) was detected at 100 micrograms per liter ($\mu\text{g/L}$), TPH-E (DRO) was detected at 130 $\mu\text{g/L}$, toluene was detected at 1.3 $\mu\text{g/L}$, and xylenes were detected at 12 $\mu\text{g/L}$ in the water sample. TPH-E (ORO), benzene, ethylbenzene, and naphthalene were not detected above their respective reporting limits.

Groundwater is not a current or potential drinking water source at the Site. TPH-P (GRO) and TPH-E (DRO) concentrations detected in the water sample collected from the excavation were compared to the December 2013 San Francisco Bay Regional Water Quality Control Board (RWQCB), Environmental Screening Levels (ESLs; Table F-1b). The TPH-P (GRO) 100 $\mu\text{g/L}$ concentration and TPH-E (DRO) 130 $\mu\text{g/L}$ concentration were both below their respective 500 $\mu\text{g/L}$ and 640 $\mu\text{g/L}$ ESLs.

Soil Analytical Results Summary and Chromatogram Assessment

Soil and water analytical results are summarized in Table 1, including BTEX. Soil sample locations and TPH-E (DRO) results are shown on Figure 3. Soil analytical results are summarized below.

Soil sample concentrations were compared to the December 2013 RWQCB groundwater protection ESLs (Table G), with the exception of TPH-E (ORO) concentrations, which were compared to the December 2013 RWQCB commercial/industrial (C/I) worker exposure scenario ESL (Table K-2).

BTEX and Naphthalene

Benzene was not detected at concentrations above the reporting limit in the 29 soil samples collected. Toluene, ethylbenzene, total xylenes, and/or naphthalene were detected at very low concentrations below their respective ESLs and slightly above the laboratory reporting limit in 11 of the 25 primary soil samples. Based on the non-detect benzene and less than ESL toluene, ethylbenzene, total xylenes, and naphthalene concentrations, the results discussion in this report focused on evaluating TPH-P (GRO), TPH-E (DRO), and TPH-E (ORO) as summarized below.

TPH-P (GRO)

TPH-P (GRO) was detected in all 29 soil samples collected from the excavation sidewalls at concentrations ranging from 0.91 to 660 milligrams per kilogram (mg/kg). TPH-P (GRO) was not detected at concentrations greater than the 3,800 mg/kg ESL.

Based on review of the soil sample analytical chromatograms included in Attachment 2, the analytical laboratory indicated TPH-P (GRO) detections are the result of heavier hydrocarbons associated with the recent diesel release and/or preexisting hydrocarbons eluting in the GRO range, and are not representative of hydrocarbons resulting from gasoline products.

TPH-E (DRO)

TPH-E (DRO) was detected in 27 of 29 soil samples collected from the excavation sidewalls at concentrations ranging from 97 to 14,000 mg/kg. TPH-E (DRO) was detected in 11 soil samples at concentrations greater than the 3,600 mg/kg ESL. Based on review of the soil sample analytical chromatograms included in Attachment 2, the soil samples contained relatively unweathered diesel range hydrocarbons as well as significantly weathered oil range hydrocarbons, as described below.

TPH-E (ORO)

TPH-E (ORO) was detected in 14 of 29 soil samples collected from the excavation sidewalls at concentrations ranging from 300 to 7,600 mg/kg. TPH-E (ORO) was not detected at concentrations greater than the 100,000 mg/kg C/I ESL.

Based on review of the soil sample analytical chromatograms included in Attachment 2, the oil range hydrocarbons typically lack distinct alkane peaks. These data suggest that the oil range hydrocarbons are significantly weathered and likely significantly pre-date the March 26, 2015 release. These oil range hydrocarbons also contribute to the detected TPH-E (DRO), increasing the apparent concentration of TPH-E (DRO).

Mass Removal Estimate

Based on the TPH-E (DRO) concentrations reported in waste characterization soil samples and the approximately 1,570 tons of excavated soil, it is estimated that between 4,643.4 and 6,593.9 gallons of TPH-E (DRO) were recovered during remedial excavation activities. These lower and upper recovery values were generated using both the geometric mean and arithmetic average of soil concentrations, respectively, reported for soil collected during waste characterization activities (waste characterization samples WC-1 through WC-6). Copies of the analytical laboratory reports associated with samples WC-1 through WC-6 are included in Attachment 2 and a table showing the mass calculation is included in Attachment 4.

The calculated range of TPH-E (DRO) recovered in soil, combined with the additional approximately 1,200 gallons of diesel product recovered in liquid phase during the response activities, yields total recovered volumes estimated between 5,843.4 and 7,793.9 gallons. Recovered quantities in excess of the initial release estimate volume (approximately 4,000 gallons) may represent a recovery of additional, historical TPH-E (DRO) present in site soil. These data suggest that the majority of hydrocarbon mass associated with the March 26, 2015 diesel release have been recovered.

Conclusions

Based on the response activities already conducted and results of soil and water analyses, the following conclusions can be made:

- Approximately 4,000 gallons of red dye diesel were released from a ruptured locomotive fuel tank on March 26, 2015. Emergency response, product recovery, soil removal, sample collection, and backfilling were conducted in accordance with the Work Plan.
- Released diesel product was not observed in the site storm water system during the release response activities.
- Approximately 1,570 tons of soil were excavated and transported off site for proper disposal. The excavation was extended to the extent practicable to first encountered groundwater and laterally to the nearest active rail line and railroad infrastructure.
- Approximately 1,200 gallons of product were recovered from recovery trenches and the bottom of the excavation.
- Based on TPH-E (DRO) results from waste characterization samples, and including the approximately 1,200 gallons of product recovered, the calculated total recovered TPH-E (DRO) mass estimate ranges between approximately 5,840 and 7,790 gallons. These data suggest that the majority of hydrocarbon mass associated with the March 26, 2015 diesel release was recovered.
- Results of left-in-place soil sampling activities indicate that TPH-E (DRO) attributable to the recent locomotive fuel release was detected in soil samples collected from excavation sidewalls; however, more than half of the samples exhibited TPH-E (DRO) concentrations below the soil ESL and groundwater is not impacted at levels above the groundwater ESL.
- Preexisting hydrocarbon impacts were also detected, including the presence of significantly weathered diesel and oil range hydrocarbons.
- TPH-P (GRO) detected in many of the soil samples was determined by the analytical laboratory to be the result of hydrocarbons associated with heavier-chain fuel diesel and oil contributing to laboratory quantitation of TPH-P (GRO) rather than hydrocarbons associated with gasoline products.
- Analytical results for a water sample collected from the bottom of the excavation indicated the presence of only very low concentrations of TPH-E (DRO), suggesting that removal of soil affected by the March 26, 2015 release prevented significant impact to groundwater.
- Groundwater is not a current or potential drinking water source at the Site and the release area is approximately 3,000 feet from the nearest surface water.

- The lack of significantly elevated dissolved-phase hydrocarbons in water sampled from the bottom of the excavation indicates that preexisting hydrocarbon impacts to soil have not leached to groundwater at rates that exceed the rate of natural attenuation. This suggests that residual diesel left in place following the March 26, 2015 release will also degrade due to natural attenuation.

Based on the Site data, the majority of hydrocarbon mass associated with the March 26, 2015 diesel release has been recovered, the release response objectives have been met, and groundwater has not been impacted to levels above the ESLs. Therefore, no further action is recommended.

Perjury Statement

I declare, under penalty of perjury, that the information and/or recommendations contained in the attached document or report is true and correct to the best of my knowledge.

Closing

If you have any questions or comments, please contact Scott Hackman at 916.786.7369.

Sincerely,

ARCADIS U.S., Inc.



Scott Hackman
Project Manager



Becky Gerard, PE
(No. C82077, expires 3/31/16)
Project Engineer



Attachments:

Table 1	Summary of Soil and Water Analytical Results
Figure 1	Site Plan
Figure 2	Waste Characterization Sample Locations
Figure 3	Excavation Detail Showing TPH-E (DRO) Results
Attachment 1	Site Photographs
Attachment 2	Laboratory Analytical Report and Data Validation Memorandum
Attachment 3	Backfill Results
Attachment 4	Excavated Soil Information and Manifest Copies

Copies:

Lauren Mancuso, UPRR
James Eisert, ARCADIS

ARCADIS

Table

TABLE 1

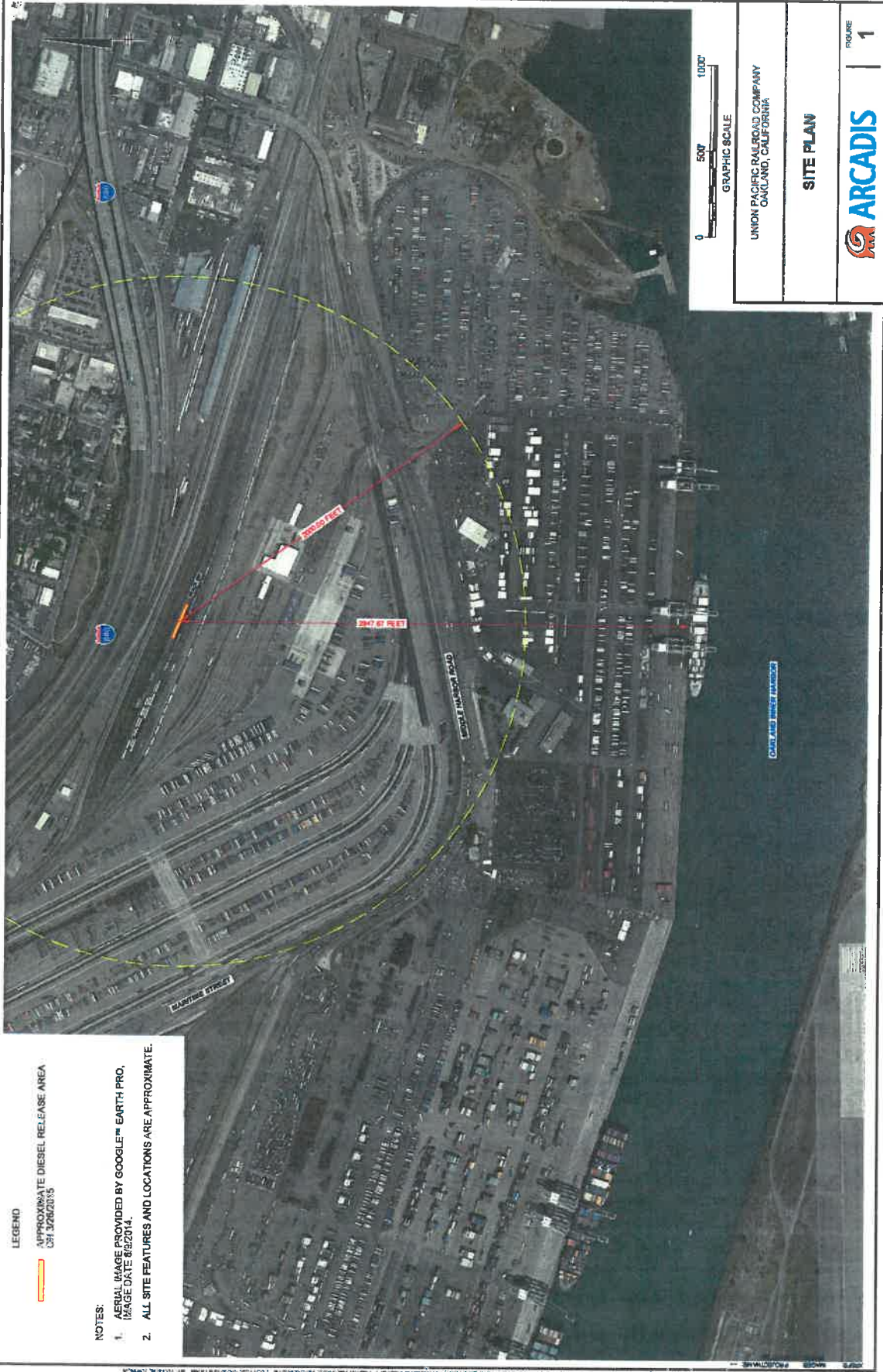
Summary of Soil and Water Analytical Results
 March 26, 2016 Locomotive Fuel Release
 Oakland, California

Soil Sample ID	Side Wall Sample Depth	Collection Date	Collection Time	Total Petroleum Hydrocarbons SW926 Method 801BB with SGC				Volatile Organic Compounds SW946 Method 8260B/CA LUFTM									
				TPH-DRO (C13-C22)		TPH-ORO (C23-C40)		Benzene		Toluene		Ethylbenzene		Total Xylenes		Naphthalene	
				mg/kg	ppb	mg/kg	ppb	mg/kg	ppb	mg/kg	ppb	mg/kg	ppb	mg/kg	ppb	mg/kg	ppb
SS-1-3.5	3.5	04/14/15	12:30	2,300	1,000	1.8	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-2-5.0	3.5	04/14/15	12:35	7,700	ND	310	ND	ND	0.0098	ND	ND	ND	0.14	ND	0.014	ND	
SS-3-4.0	4.0	04/14/15	12:45	1,100	ND	7.9	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-4-2.5	2.0	04/14/15	12:50	3,800	ND	3.7	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-5-3.0	3.0	04/14/15	13:20	340	380	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-6-3.5	3.5	04/14/15	13:05	3,100	ND	2.0	ND	ND	ND	ND	ND	ND	0.022	ND	0.01	ND	
SS-7-3.5	3.5	04/14/15	12:25	860	380	0.31	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-8-2.5	2.5	04/14/15	12:20	3,900	ND	1.9	ND	ND	ND	ND	ND	ND	0.015	ND	ND	ND	
SS-9-2.5	2.5	04/14/15	12:15	3,100	1,300	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-10-3.5	3.5	04/14/15	13:30	12,000	ND	680	ND	ND	ND	ND	ND	ND	7.5	ND	1.9	ND	
D-1 (DUP-SS-10-3.5)	3.5	04/14/15	13:32	15,000	ND	15,000	ND	ND	ND	ND	ND	ND	2.8	ND	ND	ND	
SS-11-3.5	3.5	04/14/15	13:40	8,000	ND	190	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-12-3.0	3.0	04/14/15	13:50	3,600	3,200	3.3	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-13-3.5	3.5	04/14/15	14:00	4,600	4,100	4.5	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-14-3.5	3.5	04/14/15	14:10	2,000	1,600	2.9	ND	ND	ND	ND	ND	ND	0.011	ND	ND	ND	
SS-15-3.75	3.8	04/14/15	14:15	2,400	2,600	5.9	ND	ND	ND	ND	ND	ND	0.038	ND	ND	ND	
SS-16-4.0	4.0	04/14/15	14:25	14,000	ND	270	ND	ND	0.0072	0.0093	ND	ND	0.11	ND	0.068	ND	
SS-17-3.5	3.5	04/14/15	14:30	12,000	7,600	180	ND	ND	ND	ND	ND	ND	0.37	ND	0.067	ND	
D-2 (DUP-SS-17-3.5)	3.5	04/14/15	14:32	8,100	6,900	180	ND	ND	ND	ND	ND	ND	0.44	ND	ND	ND	
SS-18-3.5	3.5	04/14/15	14:40	2,400	ND	28 J	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
D-3 (DUP-SS-18-3.5)	3.5	04/14/15	14:43	2,600	ND	8.6 J	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-19-3.5	3.5	04/14/15	14:55	87	360	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-20-3.5	3.5	04/14/15	15:00	730 J	300	2.2 J	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
D-4 (DUP-SS-20-3.5)	3.5	04/14/15	15:04	2,800 J	ND	5 J	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-21-4.0	4	04/14/15	15:10	8,400	ND	27	ND	ND	ND	ND	ND	ND	0.17	ND	ND	ND	
SS-22-3.5	3.5	04/14/15	15:20	2,800	ND	6.2	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
SS-23-3.0	3	04/14/15	15:25	6,300	2,700	270	ND	ND	ND	ND	ND	ND	0.78	ND	ND	ND	
SS-24-3.5	3.5	04/14/15	15:30	3,700	1,600	180	ND	ND	ND	ND	ND	ND	0.66	ND	ND	ND	
SS-25-3.0	3	04/14/15	15:40	3,000	ND	54	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
Water Sample ID		Collection Date	Collection Time	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	
BOTTOM SAMPLE		04/14/15	12:00	130	ND	100	ND	ND	1.3	ND	ND	12	ND	ND	ND	ND	
Purge Water Tank Sample		Collection Date	Collection Time	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	µg/L	
*TANK A3635		04/08/15	8:00	3,200,000	130,000	130,000	ND	220	280	1700	180	ND	ND	ND	ND	ND	

Notes:
 ND = Not detected at or above laboratory reporting limit
 Bole = Concentration detected above laboratory reporting limit
 - = Not analyzed
 TPH-GRO (CA-C12) = Total Petroleum Hydrocarbons as Gasoline Range Organics
 TPH-DRO (C13-C22) = Total Petroleum Hydrocarbons as Diesel Range Organics
 TPH-ORO (C23-C40) = Total Petroleum Hydrocarbons as Oil Range Organics
 SGC = Silica Gel Cleanup
 mg/kg = Milligrams per kilogram
 µg/kg = Micrograms per kilogram
 µg/L = Micrograms per liter
 * = recovered liquid from the excavation
 J = estimation value

ARCADIS

Figures



LEGEND

APPROXIMATE DIESEL RELEASE AREA
 CH 12/6/2015

NOTES:

1. AERIAL IMAGE PROVIDED BY GOOGLE™ EARTH PRO, IMAGE DATE 8/20/14.
2. ALL SITE FEATURES AND LOCATIONS ARE APPROXIMATE.



GRAPHIC SCALE

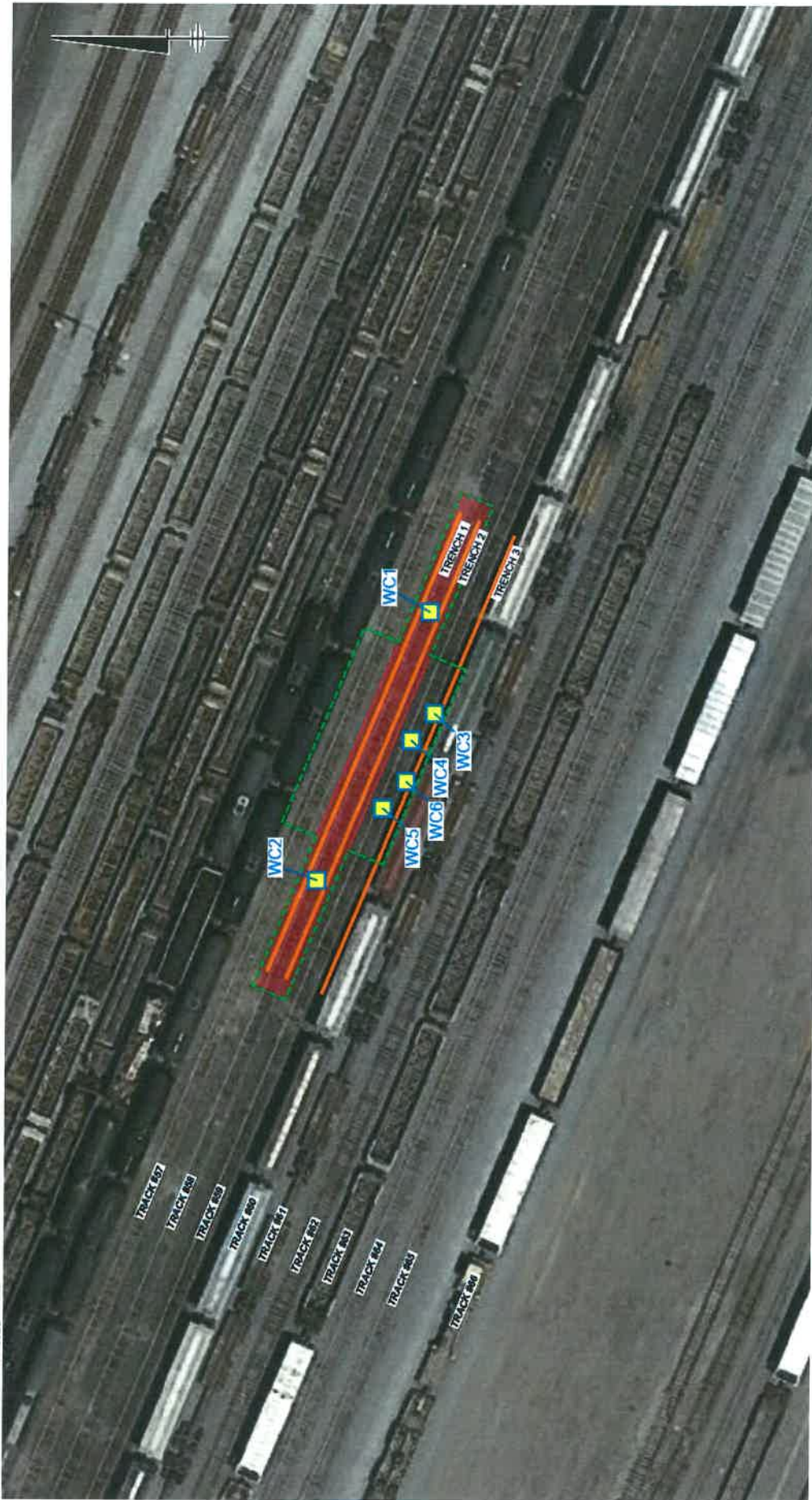
UNION PACIFIC RAILROAD COMPANY
 OAKLAND, CALIFORNIA

SITE PLAN



FIGURE 1

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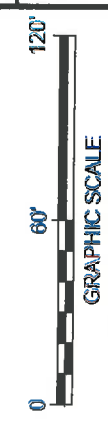


LEGEND

- [Red Rectangle] APPROXIMATE DIESEL RELEASE AREA ON 3/26/2015
- [Dashed Green Line] APPROXIMATE SOIL EXCAVATION AREA
- [Blue Dashed Line] APPROXIMATE TRENCH LOCATION
- [WC1 Symbol] APPROXIMATE WASTE CHARACTERIZATION SAMPLE LOCATION

NOTES:

1. AERIAL IMAGE PROVIDED BY GOOGLE™ EARTH PRO, IMAGE DATE 6/9/2014.
2. ALL SITE FEATURES AND LOCATIONS ARE APPROXIMATE.



UNION PACIFIC RAILROAD COMPANY
OAKLAND, CALIFORNIA

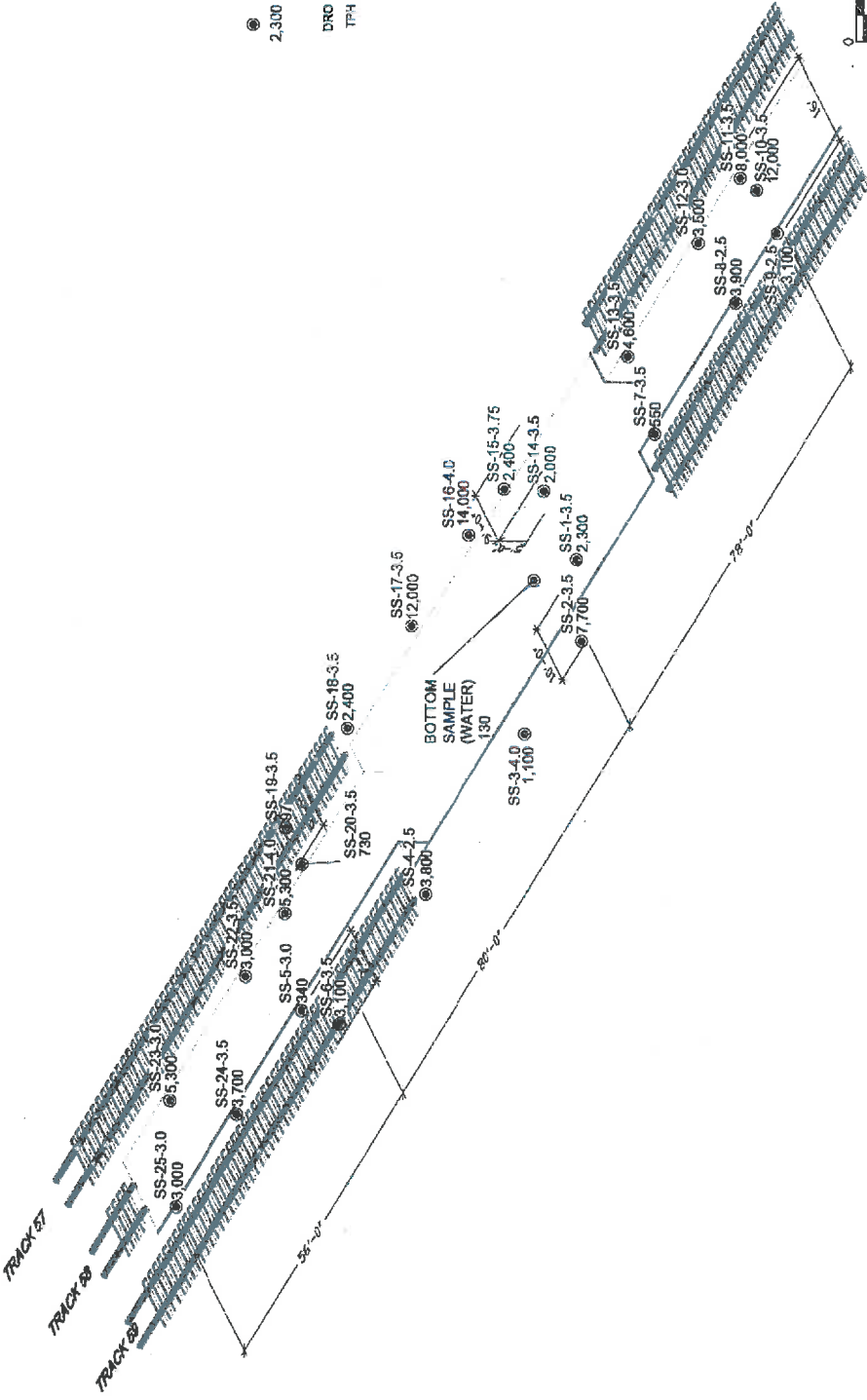
**WASTE CHARACTERIZATION
SAMPLE LOCATIONS**





LEGEND:

- SAMPLE LOCATION
- TPH-E (DRO) RESULT IN MILLIGRAMS PER KILOGRAM (mg/kg)
- DRO DIESEL RANGE ORGANICS
- TPH TOTAL PETROLEUM HYDROCARBONS



UNION PACIFIC RAILROAD COMPANY
OAKLAND, CALIFORNIA

**EXCAVATION DETAIL
SHOWING TPH-E (DRO) RESULTS**



ATTACHMENT 3



COUNTY OF ALAMEDA
Assessor's Office

Property Value System

[Help](#)

[New Query](#)

[History](#) | [Value](#) | [Transfer](#) | [Map](#) | [Glossary](#)

Parcel Number: 18-390-10-13 Inactive: N Lien Date: 01/01/2016 Owner: S P CO 872-1-80H-26
Property Address: 3RD ST, OAKLAND, CA 94607

[Parcel History](#)

Mailing Name	Historical Mailing Address	Document Date	Document Number	Value From Trans Tax	Parcel Count	Use
S P CO 872-1-80H-26 c/o LEONARD SHIRLEY	List PO BOX 2500 , Owners BROOMFIELD, CO 80038	01/02/2010	ASSR-1130350		2	0500

All information on this site is to be assumed accurate for property assessment purposes only, and is based upon the Assessor's knowledge of each property. Caution is advised for use other than its intended purpose.

The Alameda County Intranet site is best viewed in Internet Explorer Version 5.5 or later.
Click [here](#) for more information regarding supported browsers.

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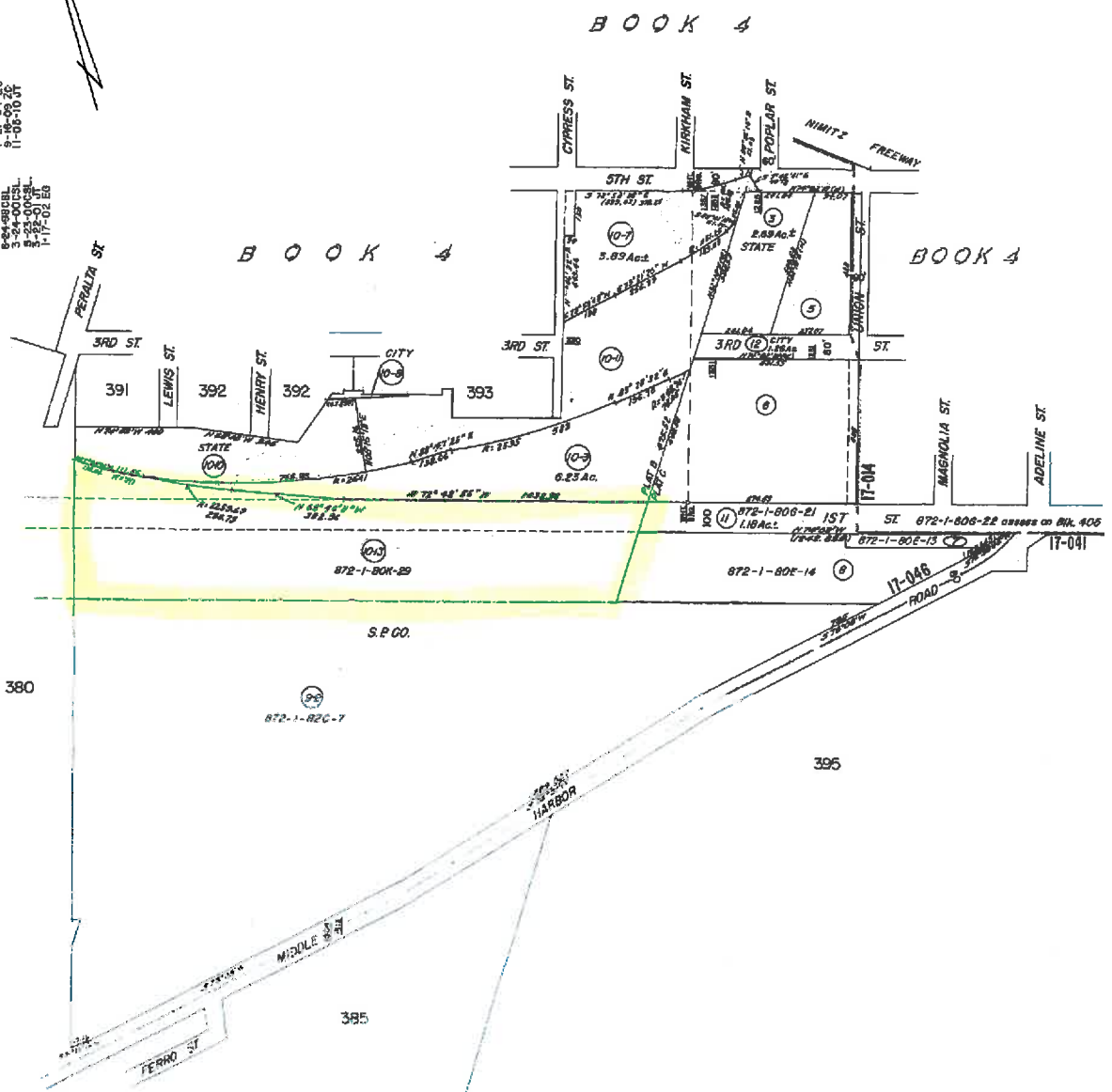
ASSESSOR'S MAP 18

Code Area Nos. 17-046

390 Scale: 1" = 300'

OFFICIAL MAP OF OAKLAND (WHITCHER'S) (Bk 5 Pg 33)
PLATS B & C PARTITION DEED (JOS. K. IRVING) (Bk 7 D's Pg 427)
MAP NO. 2 OF THE BRIGGS TRACT (Bk 2 Pg 19)

Drawn: 2-66 R.H.S. Revised: 3-14-76 T.S.
 4-11-02 LL
 12-05-03 CL
 06-18-04 VF
 4-27-04 EG
 1-24-05 BL
 3-24-05 BL
 5-23-05 BL
 1-17-06 ED



Formerly Plats Bk 4, 1965 2-66, Bk 4 Blk 273 8-68
 0/180

A.C.M.

Reference: Case 3-14-10, R.S. 61.3 Pg 25 8/5/2009 20/10

Map 4
H.F.N. II.

ATTACHMENT 4



ENVIRONMENTAL HEALTH SERVICES
ENVIRONMENTAL PROTECTION
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577
(510) 567-6700
FAX (510) 337-9335

INVITATION TO COMMENT – POTENTIAL CASE CLOSURE

**LOCOMOTIVE DIESEL SPILL
1408 MIDDLE HARBOR ROAD, OAKLAND, CA 94607
SITE CLEANUP PROGRAM CASE RO00003169
GEOTRACKER GLOBAL ID T10000006708**

July 13, 2016

The above referenced site is a Site Cleanup Program (SCP) case that is under the regulatory oversight of the Alameda County Department of Environmental Health (ACDEH) for the investigation and cleanup of petroleum hydrocarbons and metals contamination. Site investigation and cleanup activities have been completed, and it does not appear that residual contamination presents a risk to human health and the environment. Therefore, ACEH is considering closure of the case. Due to the residual contamination on site, the site would be closed with site management requirements that require further evaluation if the site is to be redeveloped in the future.

This notice is being sent to the current occupants and landowners of adjacent properties and known interested parties for this site. The public is invited to review and comment on the potential closure of the case. The entire case file can be viewed over the Internet on the ACEH website (<http://www.acgov.org/aceh/lop/ust.htm>) or the State of California Water Resources Control Board GeoTracker website (<http://geotracker.waterboards.ca.gov>). Please send written comments to Keith Nowell at ACEH, 1131 Harbor Bay Parkway, Alameda, CA 94502; all comments will be forwarded to the responsible parties. Comments **received by August 12, 2016** will be considered and responded to prior to a final determination on the proposed case closure.

If you have comments or questions regarding this site, please contact the ACEH caseworker, Keith Nowell at 510-567-6764 or by email at keith.nowell@acgov.org. Please refer to ACEH case RO0003169 in any correspondence.

ATTACHMENT A

PUBLIC NOTIFICATION

Invitation to Comment – Potential Case Closure

Parcel_APN	Name	StreetAddress	Unit	City	Zip	Zip_4
4-103-19	ACARA REAL ESTATE INVESTMENTS LLC & BOOT LLC	1526 3RD ST		OAKLAND CA	94607	1208
4-107-6-4	BEASLEY BRUCE & LAURENCE TRS	322 LEWIS ST		OAKLAND CA	94607	1236
4-103-20	BITTER SEA 4 LLC	PO BOX 1094		SAUSALITO CA	94966	1094
4-107-26-1	CHURCH OF THE LIVING GOD FAITH TABERNACLE	PO BOX 21951		SAN JOSE CA	95151	1951
18-392-4	CITY OF OAKLAND	PO BOX 23440		OAKLAND CA	94623	0440
4-103-16	DOMINGUEZ PEDRO & RUTH	1220 PARK AVE	A	ALAMEDA CA	94501	5280
18-392-6	DONALD MARY E & RUCKS MACK K	1525 3RD ST		OAKLAND CA	94607	1207
18-392-5	GUZMAN ABBY	5724 E 17TH ST		OAKLAND CA	94621	4237
18-392-8	GUZMAN RUBEN & BELIA	1519 3RD ST		OAKLAND CA	94607	1207
18-392-7	GUZMAN VICENTE G & CASTELLANOS CARMEN	1523 3RD ST		OAKLAND CA	94607	1207
18-390-10-3	NATIONAL RAILROAD PASSENGER CORPORATION	530 WATER ST		OAKLAND CA	94607	3532
4-103-18	OCCUPANT	1510 3RD ST		OAKLAND CA	94607	
18-391-3-2	OCCUPANT	1603 3RD ST		OAKLAND CA	94607	
18-390-9-2	OCCUPANT	1504 MIDDLE HARBOR RD		OAKLAND CA	94607	
4-103-20	OCCUPANT	1538 3RD ST		OAKLAND CA	94607	
6-1-1-6	OCCUPANT	1675 7TH ST		OAKLAND CA	94615	
4-107-6-4	OCCUPANT	323 LEWIS ST		OAKLAND CA	94607	
4-107-26-1	OCCUPANT	310 PERALTA ST		OAKLAND CA	94607	
4-103-16	OCCUPANT	1506 3RD ST		OAKLAND CA	94607	
18-392-15	OCCUPANT	1561 3RD ST		OAKLAND CA	94606	
18-392-5	OCCUPANT	1529 3RD ST		OAKLAND CA	94607	
4-105-29-1	OCCUPANT	1574 3RD ST		OAKLAND CA	94606	
4-105-16	OCCUPANT	1554 3RD ST		OAKLAND CA	94606	
4-105-26	OCCUPANT	303 HENRY ST		OAKLAND CA	94607	
18-380-3-6	S P CO 872-1-77R-POR 96	PO BOX 2500		BROOMFIELD CO	80038	
18-391-3-2	STATE OF CALIFORNIA	PO BOX 23440 MS 11A		OAKLAND CA	94623	0440
18-392-9	TOVAR JOSE M & AMPARO	1507 3RD ST		OAKLAND CA	94607	1207
4-103-17	TRAN JENNIFER T	1508 3RD ST		OAKLAND CA	94607	1208
6-1-1-6	UNITED STATES POSTAL SERVICE	395 OYSTER POINT BLVD	225	SOUTH SAN FRANCISCO CA	94080	1930
4-103-18	WILLIAMS PETER B & SAMMEL CHELSEA	1520 3RD ST		OAKLAND CA	94607	1208
	CITY OF OAKLAND PLANNING & BUILDING	250 FRANK H. OGAWA PLAZA	SUITE 2114	OAKLAND CA		94612
	CITY OF OAKLAND PUBLIC WORKS		SUITE			
	ENVIRONMENTAL SERVICES	250 FRANK H. OGAWA PLAZA	5301	OAKLAND CA		94612
	SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD	1515 CLAY STREET	SUITE 140C	OAKLAND CA		94612
	EAST BAY MUNICIPAL UTILITY DISTRICT	P.O. BOX 24055		OAKLAND, CA		94623 1055
	EAST BAY MUNICIPAL UTILITY DISTRICT	P.O. BOX 24055, MS 702,		OAKLAND, CA		94623 1055
	UNION PACIFIC RAILROAD	9451 ATKINSON, SUITE 100		ROSEVILLE, CA		95747
	UNION PACIFIC RAILROAD	1408 MIDDLE HARBOR ROAD		OAKLAND, CA		94607
	UNION PACIFIC RAILROAD					
	Arcadis U.S. Inc.	101 Creekside Ridge Court	Suite 200	Roseville, CA		95678