

AC Transit

Alameda-Contra Costa Transit District

1600 Franklin Street, Oakland, California 94612 ☐ (415) 891-4777

April 20, 1989



State of California
Regional Water Quality Control Board
San Francisco Bay Region
1111 Jackson Street, Room 6040
Oakland, California 94607

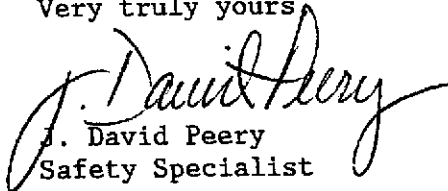
Attention: Mr. H. Kazemi

Ladies and Gentlemen:

Per our meeting of April 17, 1989, we are transmitting herewith our report relating to the accidental offsite release of diesel fuel from our Emeryville facility on or about April 12, 1989.

Please direct questions you may have relative to this report to my attention at (415) 891-4807.

Very truly yours,


J. David Peery
Safety Specialist

kgu

Attach.

cc: U.S. Coast Guard w/attach.
U.S. EPA w/attach.
Alameda County Health Department w/attach.
Office of Emergency Services w/attach.
State Department of Fish and Game w/attach.
Kaiser Engineers w/attach.

REPORT OF
UNAUTHORIZED RELEASE OF
DIESEL FUEL

AC TRANSIT
EMERYVILLE, CALIFORNIA

SUBMITTED TO
STATE OF CALIFORNIA
REGIONAL WATER QUALITY CONTROL BOARD

APRIL 20, 1989

PREFACE

This report is submitted in the Regional Water Quality Control Board's (RWQCB) request of April 13, 1989. It is intended to meet the requirements of Article 5, Section 2652 of the California Administrative Code, Title 23 Waters, Subchapter 16 Underground Tank Regulations.

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1. TYPE AND QUANTITY OF HAZARDOUS SUBSTANCE RELEASED

This report discusses an off-site and an on-site release. The off-site release is believed to be the result of the on-site release.

1.1 Off-Site Release

A mixture of No. 2 diesel fuel and water was released from the oil interceptor at the west end of the AC Transit Emeryville Facility to the storm sewer that runs north beneath Doyle Street. (See Figure 1.1). The storm sewer empties into Temescal Creek, approximately 1 block north and west of the AC Transit Facility. Temescal Creek flows west beneath several buildings and Interstate 80, emptying into San Francisco Bay approximately 1/4 mile south of the Powell Street interchange on Interstate 80.

An odor of diesel fuel was first reported to RWQCB on Friday, April 7, though an inspection of Temescal Creek later that day by AC Transit and RWQCB revealed no evidence of a release. A second inspection of the creek by AC Transit and RWQCB on Tuesday, April 11 revealed some sheen and diesel odor, and booms and pads were placed that afternoon. The release from AC Transit was stopped when pumping of the oil interceptor was completed at approximately 6 a.m. on Wednesday, April 12.

AC Transit does not monitor the discharge from the oil interceptor for either quantity or quality, and does not know the quantity or quality of the release. The release quantity is being estimated.

1.2 On-site Release

Between Friday, April 7 and Monday, April 10 an unknown quantity of diesel fuel leaked from a fuel supply pipeline from an underground storage tank. The leak was stopped by automatic shut off of the fuel pump. The quantity of leaked fuel is being estimated.

2. EXTENT OF CONTAMINATION

2.1 Off-Site

2.1.1 Surface Water

The USCG visually observed from the air a sheen on the bay between the Emeryville Marina and the Bay Bridge, west to the end of the Marina. There have been visual observations of sheen on Temescal Creek from Doyle Street west to Horten St. by AC Transit and regulatory agencies. In addition, the odor of diesel fuel was

noticeable along the creek.

On April 17, AC Transit conducted inspections of storm sewers adjacent to the facility. (See Figure 2-1). There was no evidence of diesel (sheen or smell) in any storm sewer except at Doyle St. and 47th St. On April 18, 1989 AC Transit took 3 samples of the storm sewer water flowing into Temescal Creek along the storm sewer beneath Doyle Street for analysis for diesel. On April 19, one sample of Temescal Creek water was taken and analyzed for TPH as diesel.

2.1.2 Soil

The US Coast Guard (USCG) and the State Department of Fish and Game (DFG) observed contamination of the marsh area around the mouth of Temescal Creek. USCG and DFG later determined that cleanup of the marsh was not feasible without risk of further damage to the area, and cleanup work was accordingly stopped (though absorbent booms on the creek remained in place).

Sections of Temescal Creek bed are contaminated with petroleum products. Excavation of two shallow holes beneath the first railroad bridge on April 17 showed petroleum contamination of soils to a depth of 12 to 18". Further soil sampling in Temescal Creek is being undertaken.

2.2 On Site

2.2.1 Surface Water

The AC Transit yard is drained by a number of yard drains which discharge to a yard storm sewer, which conveys yard runoff to the oil interceptor at the west end of the facility. (See Figure 2.2).

There was no surface run off prior to, or after the release. The last recorded rainfall was 0.01" on April 3.

2.2.2 Soil

The space around the double walled fuel line and underground storage tanks is filled with pea gravel and bounded by a hypalon liner originally intended to meet requirements for secondary containment.

The pea gravel has been excavated by hand to about 4' below the slab to uncover the leaking line. The bonding at a 45° elbow had failed, allowing fuel to flood the

annulus between the inner and outer pipes. The fuel then apparently flowed back through the annulus to the "conning tower" above the tank. This partially filled with fuel (confirmed by visual observation) and flowed into the pea gravel backfill. The extent of contamination of the pea gravel is being investigated.

2.2.3 Groundwater

AC Transit sampled water from the existing piezometer well located in the pea gravel, and from one downgradient well on April 12, 1989. Results in both cases showed no free product.

AC Transit is in the process of determining if there is any offsite migration of free product in the groundwater by the installation of six new wells to supplement the four that are existing.

3. IMPLEMENTED AND PROPOSED CLEANUP ACTIONS

3.1 Off-site Release

On becoming aware of the release, AC Transit placed booms and pads on Temescal Creek, shut off the source, and mobilized to clean up the contamination. The oil interceptor was pumped by 6 a.m., Wednesday, April 12 and plugged by approximately noon that day, thus stopping the release of diesel from AC Transit to the storm sewer. Since then the entire flow from the yard storm sewers, has been pumped to a tank truck (H&H Ship Service) for removal and treatment.

As noted, the first actions of the cleanup crew were to place absorbent booms across the mouth of Temescal Creek and at various locations along the length of the creek, and to distribute oil-absorbent pads over the surface of the water. This first action was complete by 6 p.m., April 11, 1989. Thereafter, saturated pads and booms were removed and replaced with fresh ones. The saturated materials were sealed in 55-gallon drums for later disposal. A total of 24 drums have been filled to date.

Booms and pads on Temescal Creek were monitored. Pockets of fuel not subject to creek flushing action were cleaned up with absorbent pads.

On the afternoon of Friday, April 14, the US Coast Guard (USCG) and the Department of Fish and Game informed AC Transit that cleanup of the marsh area west of Interstate 80 had been completed to their satisfaction. East of Interstate 80, absorbent pads and booms remain in place and are being monitored.

The oil interceptor has been steamcleaned, and the storm sewer from the oil interceptor discharge flushed.

The extent of the proposed cleanup to be implemented by AC Transit will be determined by the results of the soil sampling program in the creekbed to establish the extent of diesel contamination. When this is determined, AC Transit will propose an appropriate method of cleanup. AC Transit cannot estimate the cost of cleanup actions to date, nor of proposed cleanup actions.

3.2 On-Site Release

The oil interceptor was pumped and plugged, as noted above. Between April 12 and April 18, H&H removed approximately 62,000 gallons of water and free product.

On April 18, AC Transit placed a well in the pea gravel surrounding the underground storage tanks, and observed free product. This product is being pumped out for disposal as waste oil.

When the extent of soil contamination has been determined, AC Transit will propose a cost effective cleanup and remediation method.

4. DISPOSAL OF HAZARDOUS SUBSTANCE

4.1 Off-Site

No surface water, soils or groundwater have been removed for disposal. The saturated oil absorbent pads and booms have been placed in drums for proper disposal.

Any material to be excavated from Temescal Creek will be subject to analysis for hydrocarbons and metals to determine the appropriate method of disposal.

4.2 On-Site

To date, 14 shipments for a total of 62,000 gallons of waste oil/water mixtures have been made off-site from the oil interceptor. Uniform Hazardous Waste Manifests have been completed for each shipment, and signed by AC Transit as Generator and H&H Ship Service as Transporter.

The method of disposal of any contaminated soil will be determined when the extent and degree of contamination are known.

5. REPAIR/REPLACEMENT OF CONTAINERS

The oil interceptor will be thoroughly inspected to confirm proper installation and operation. AC Transit is presently evaluating alternative methods of removing oil from surface runoff.

The primary and secondary containments at the leaking elbow on the fuel supply pipe will be repaired, and the entire two-tank system tested. In addition, the second two tank system, which now supplies both fuel islands, will be leak tested after the first system is proven in tact.

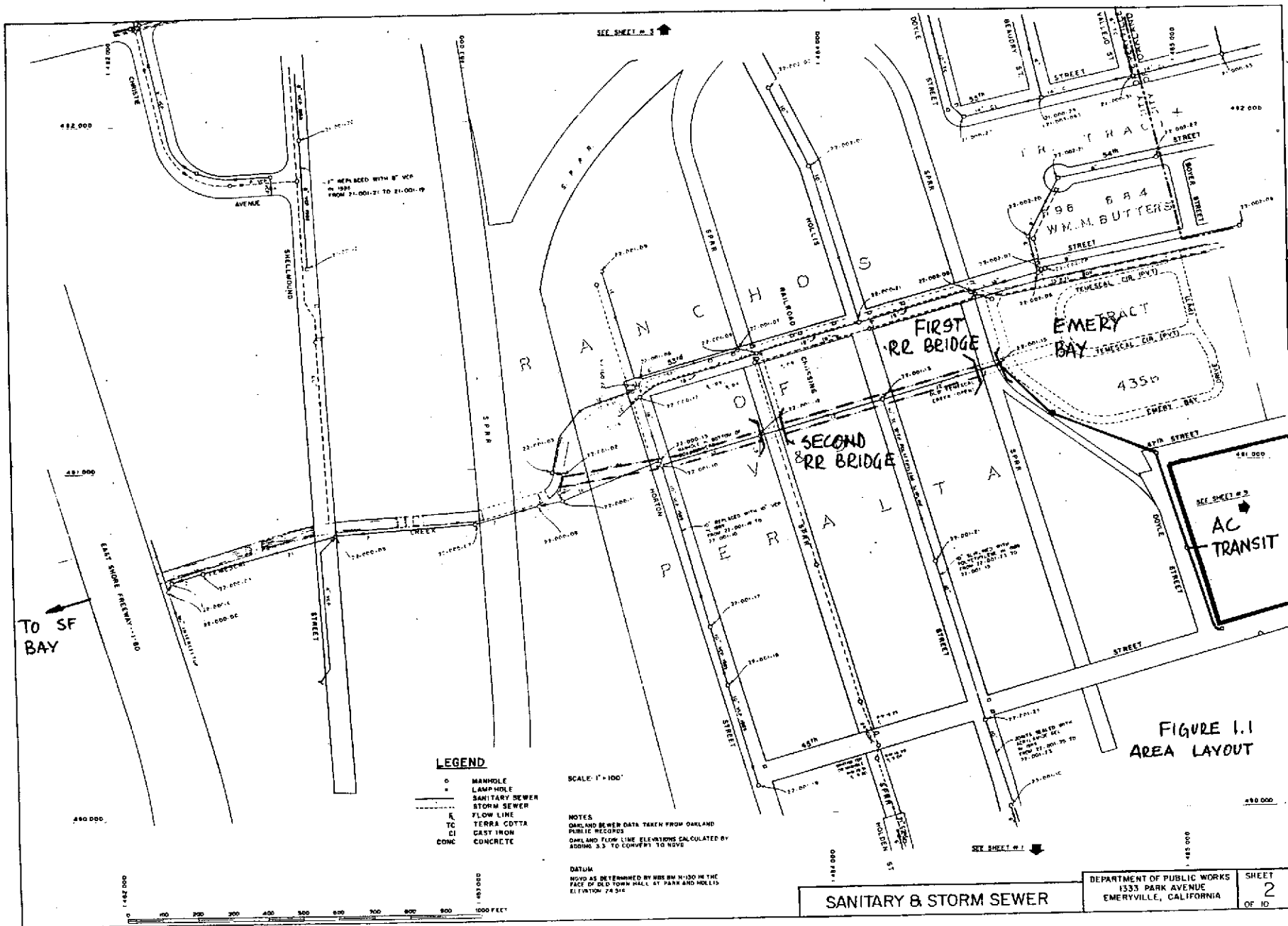
6. OPERATOR'S NAME AND TELEPHONE

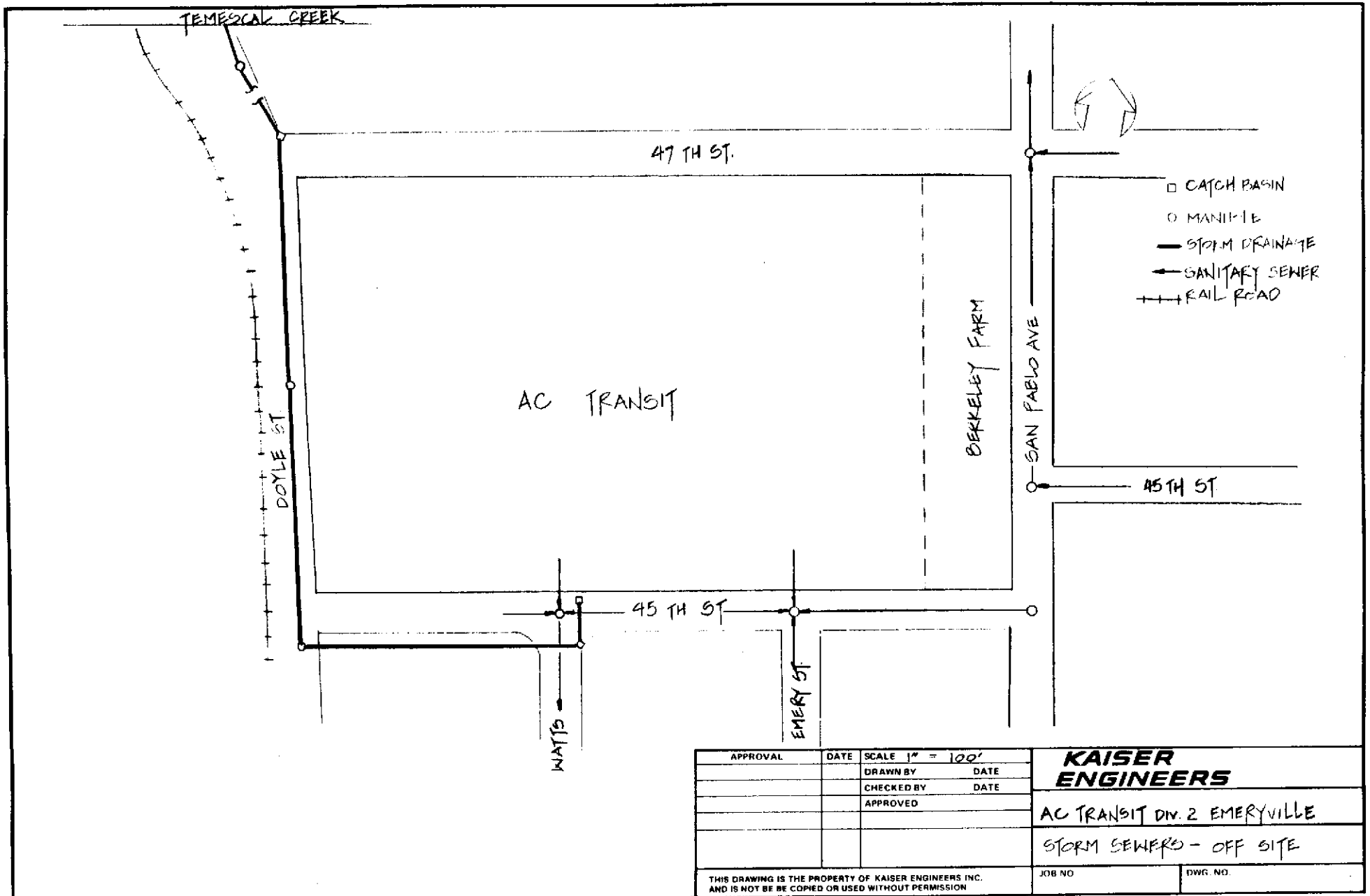
The Operator of the Facility is AC Transit, Attn: Mr. J. David Peery, Safety Specialist (415) 891-4807.

Figure 1.1 - Layout - Area

Figure 2.1 - Storm Sewers - Off-Site

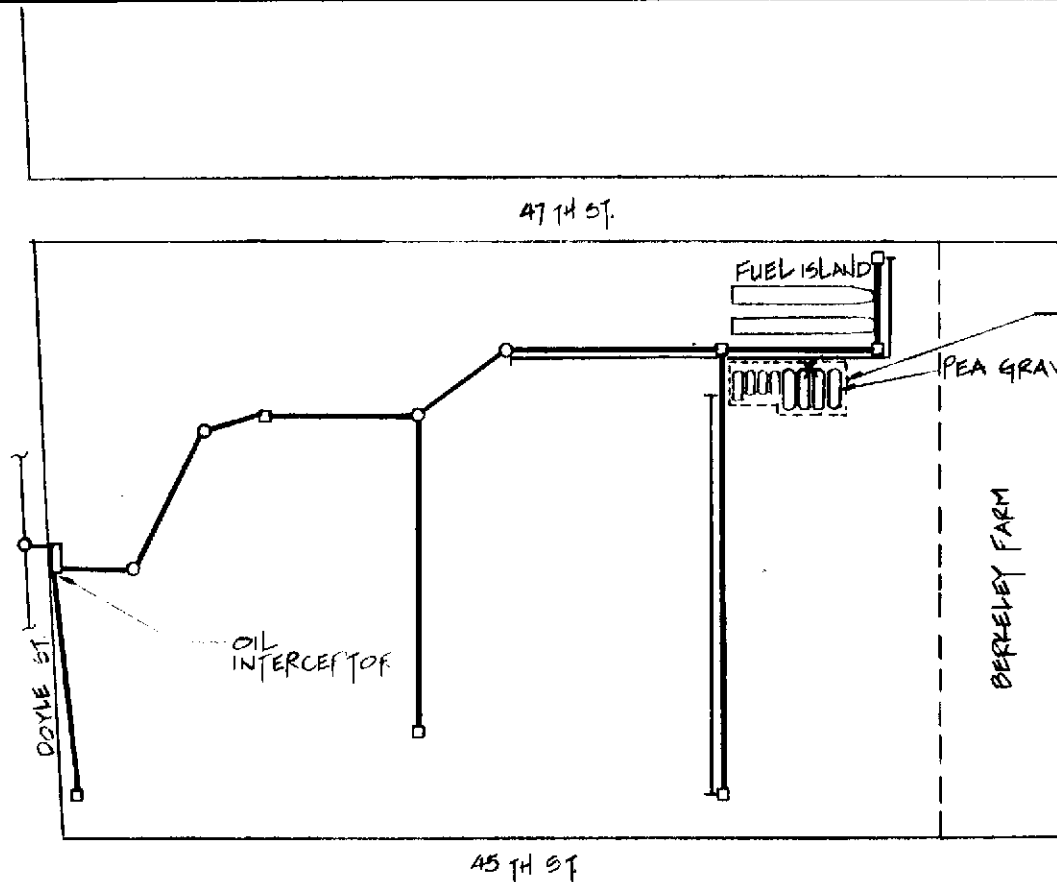
Figure 2.2 - Storm Sewers - On-Site





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| | | DRAWN BY DATE |
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KAISER ENGINEERS
 AC TRANSIT DIV. 2 EMERYVILLE
 STORM SEWERS - OFF SITE
 JOB NO. _____
 DWG. NO. _____



- CATCH BASIN
- MANHOLE
- STORM DRAIN
- SURFACE DRAINAGE
- EXISTING MONITORING WELL
- NEW SAMPLE POINT
- X APPROX. LOCATION OF PIPE JOINT RUPTURE

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