U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Morena - HWY 8 Incident - Removal Polrep
Initial Removal Polrep

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
**Region IX**

**Subject:** **POLREP #1**
**Emergency Response**
**Morena - HWY 8 Incident**

**San Diego, CA**
**Latitude: 32.7657318 Longitude: -117.1999960**

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**From:** Robert Wise, OSC
**Date:** 5/17/2016
**Reporting Period:** May 15 - 17, 2016

## 1. Introduction

### 1.1 Background

| | | | |
|---|---|---|---|
| **Site Number:** | | **Contract Number:** | |
| **D.O. Number:** | | **Action Memo Date:** | |
| **Response Authority:** | OPA | **Response Type:** | Emergency |
| **Response Lead:** | PRP | **Incident Category:** | Removal Action |
| **NPL Status:** | Non NPL | **Operable Unit:** | |
| **Mobilization Date:** | 5/15/2016 | **Start Date:** | 5/14/2016 |
| **Demob Date:** | | **Completion Date:** | |
| **CERCLIS ID:** | | **RCRIS ID:** | |
| **ERNS No.:** | | **State Notification:** | |
| **FPN#:** | E16901 | **Reimbursable Account #:** | |

#### 1.1.1 Incident Category

Tank Truck Roll-Over/Diesel Spill

#### 1.1.2 Site Description

On May 13, 2016, a tanker truck belonging to the SOCO Group flipped over while transitioning from I-8 west onto Moreno Blvd., releasing 3715 gallons of diesel fuel. The diesel migrated through weep hole drains onto the San Diego River Floodplain and into the river itself. The contamination is also on Friars Road and the Morena Blvd. overpass. The responsible party (RP) initiated a response, hiring NRC Environmental Services (NRC) to conduct response operations, which are on-going. A Unified Command has been set up to include the RP, San Diego County Environmental Health Hazmat (SDCoEH), California Department of Fish and Wildlife (CADFW) Office of Oil Spill, Prevention and Response (OSPR) and U.S. Environmental Protection Agency (USEPA). See Section 3.2 for other cooperating agencies.

The spill impacted San Diego River and flood plain, which are "Waters of the US". It drains to the Pacific Ocean approximately two miles downstream to the ocean.

##### 1.1.2.1 Location

The spill impacted the off-ramp from westbound I-8 to Morena Blvd. north overpass; Friars Road beneath the Morena Blvd. overpass, the San Diego River channel and the San Diego River flood basin.

#### 1.1.2.2 Description of Threat

The current threat is to the San Diego River channel and floodplain. Approximately 500 meters of river channel east of the overpass and 100 meters west of the overpass have been impacted by the spill. There are heavy sheen in the river channel east of the overpass and light, intermittent sheen west of the overpass. Areas containing product diesel bound up in the vegetation have been documented along the shorelines of the river channel. There are numerous areas of soil in the flood plain beneath the Morena overpass that have been impacted by diesel to a depth of three to four feet below ground surface (bgs). The groundwater in the flood plain is at approximately three to four feet depending on the tidal cycle. Light sheening has been detected on the groundwater that is daylighting in the excavation areas north of the river channel.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

There is visual diesel contamination in the San Diego River and Flood Plain. Soil contamination in the flood plain appears to be to a depth of three to four feet bgs.

Diesel contamination from the spill has migrated into the rip-rap below the north abutment to the Morena Blvd. overpass and on the parking lot next to the abutment. Initial contamination on the roadway on Morena Blvd. overpass has been cleaned

At this time, no diesel or sheen has been detected west of the Pacific Coast Highway overpass. There have not been any wildlife impacts at this time.

## 2. Current Activities

### 2.1 Operations Section

#### 2.1.1 Narrative

On May 13, 2016, a tanker truck containing 3700 gallons of diesel crashed releasing diesel in the San Diego River and Flood Plain. The Responsible Party, the SOCO Group has initiated a response action to remove the diesel from all impacted areas under a Unified Command. The USEPA Spill Phone duty officer (DO) was notified of the spill by the National Response Center. The DO negotiated with the USCG to provide an on-site Federal presence until an USEPA Federal On-Scene Coordinator (FOSC) could be deployed. The DO deployed FOSC R. Wise on the morning of May 14, 2016 to respond to the spill.

#### 2.1.2 Response Actions to Date

May 17, 2016

Agencies Present: USEPA, CADFW-OSPR, SDCoEH, RWQCB, SDRC, CHP and USACE

USEPA Personnel: FOSC Wise

UC briefings occurred at 0630, 1100, 1500 hours

NRC continued to remove soil in Sections B and G in the flood plain. NRC continued waterborne operations collecting sheen and diesel contaminated debris. CADFW-OSPR and SDCoEH conducted an assessment of the river between the overpass and the farthest downstream boom and did observe any contamination.

USACE was on-site to assist in restoration issues in the flood plain.

At 1400, a press briefing was held on-site. Several local new media outlets attended the briefing and the subsequent tour of the spill site.

May 16, 2016

Agencies Present: US EPA, CADFW-OSPR, USFWS, SDCoEH, CHP, CALTRANS, RWQCB, SDRC; City of San Diego Public Works (SDPW); and SDSW

USEPA Personnel: FOSC Wise

UC briefings occurred at 0630, 1100 and 1500 hours.

Excavation in Area A completed. Excavation in Area B is initiated. Brush removal along the river banks continued. The brush removal along the river has liberated free diesel bound up on the riverbank vegetation is being collected using sorbent boom and spill diapers. The brush removal along the flood plain south of the river has been completed. Excavations along the south side were initiated. The CADFW and SDCoEH conducted sampling of roll-off bins of waste to determine the concentration.

At 1400 hours, the Unified Command met with City of San Diego civil engineers, the SDCoEH Voluntary Assistance Program, the San Diego Regional Water Quality Control Board (SDRWQCB) and the responsible party and their consultant met to discuss long term remediation issues.

Friars Road remained closed. Traffic control contractors for The SOCO Group are working with the City of San Diego to reopen Friars Road.

Media interest is high. Local TV stations have been on-scene conducting interview and collection

file footage. Media release to be issued by EPA for press conference on May 17, 2015 at 1400 hour

May 15, 2016

Agencies Present: EPA, CADFW-OSPR, USFWS, SDCoEH, CHP, and CALTRANS

EPA Personnel: OSC Wise

UC briefings occurred at 0630, 1100 and 1500 hours.

All vegetation has been removed in sections A-F on the north side of river. Soil remediation continues in section A only. The excavation was conducted until groundwater was reached at approximate four feet bgs. Samples were taken near the groundwater and are above 160 ppm. Excavated soil is placed in 20 cubic yard bins for off-site disposal. Vegetation removal continues along the riverbanks. The vegetation removal on the river is generating pockets of diesel which is being collected using sorbent booms and sorbent diapers. Minor sheen has migrated west of Morena Boulevard. There are mitigation booms places at Pacific Coast Highway. CADFW and USFWS conducted survey of river and determine no wildlife impacts or ESA issues. Large storage tanks have arrived onsite to store the removed liquid waste.
The incident command post was relocated to the following address; Premier Inns, 2484 Hotel Circle.

The CADFW warden and SDCoEH staff stopped a local homeless resident from taking one of the skiffs belonging to NRC for a joy ride.

Friars Road remained closed.

May 14, 2016
Agencies Present: EPA, CADFW-OSPR, USFWS, SDCoEH, CHP, and CALTRANS

USEPA Personnel: OSC Wise

OSC Wise arrived on-site at approximately 1200 hours.
NRC ceased skimming operations. Recovery dropped to 1-2% oil in water. The removal of the vacuum trucks conducting the skimming from the Morena Blvd. allowed for the I-8 off ramp and Morena Blvd. bridge to open. NRC attempted to remove the contaminated soil in section A using a Super Sucker Vacuum Truck. The diesel levels in the soil cause the soil to clump together in the hose. NRC will use earth moving equipment to conduct the soil removal. SDG&E completed removal of the diesel contamination from their utility vaults at the eastern end of the Morena Blvd. bridge.

Friars Road remains closed.

#### 2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

On May 17, 2016, OSC Wise issued a NOFI to the SOCO Group.

#### 2.1.4 Progress Metrics

| *Waste Stream* | *Medium* | *Quantity* | *Manifest #* | *Treatment* | *Disposal* |
|---|---|---|---|---|---|
| diesel contaminated soil | soil | 280 cubic yards | | | Yuma Landfill (daily loads) |
| diesel contaminated water | water | 20,000 gallons | | | temporary storage on-site |
| sorbent debris | solids | 20 cubic yards | | | temporary storage on-site |
| oiled vegetation | solids | 40 cubic yards | | | temporary storage on-site |

### 2.2 Planning Section

#### 2.2.1 Planned Response Activities

The operations period is 72 hours. This operational period ends on May 19, 2016 at 1900 hours. Response operations include:

- Removal of diesel contaminated soil in the San Diego River Flood Plain;
- Removal of contaminated vegetation in the San Diego River Flood Plain;

- Removal of diesel contamination in the water and on vegetation of the San Diego River;
- Removal of diesel impacted parking lot beneath the Morena Blvd. overpass northern abutment;
- Removal of diesel in the rip-rap adjacent to the Morena Blvd. overpass northern abutment;
- Confirmation sampling in the River and Flood Plain to determine completion of the removal;
- Assessment of impacts to groundwater; and
- Restoration of all impacted areas.

**2.2.1.2 Next Steps**

- Removal of diesel contaminated soil in the San Diego River Flood Plain;
- Removal of contaminated vegetation in the San Diego River Flood Plain; and
- Removal of diesel contamination in the water and on vegetation of the San Diego River;

**2.2.2 Issues**

- Asphalt beneath the Morena Blvd bridge in the parking lot on the norther side of Friars Road will have to be removed due to diesel saturation.
- Rip-Rap under the Morena Blvd Bridge at the abutment north of Friars Road needs to be remediated. It may possibly be bioremediated.
- USACE permit issues.

**2.3 Logistics Section**

Logistics being handled by NRC.

**2.4 Finance Section**

No information available at this time.

**2.5 Other Command Staff**

**2.5.1 Safety Officer**

NRC Environmental Services

**2.5.2 Liaison Officer**

The SOCO Group

**2.5.3 Information Officer**

The SOCO Group

**3. Participating Entities**

**3.1 Unified Command**

FOSC: USEPA

SOSC: CADFW - OSPR

Local IC: SDCoEH

**3.2 Cooperating Agencies**

USCG, CHP, SDRC, SDRWQCB; USACE; Pima Co. Solid Waste; MTS; SDPD; SDSW; and SDPW

**4. Personnel On Site**

EPA: OSC Wise

**5. Definition of Terms**

bgs: below ground surface

CADFW: California Department of Fish and Wildlife

CALTRANS: California Department of Transportation

CHP: California Highway Patrol

FOSC: Federal On-Scene Coordinator

FPN: Federal Pollution Number

MTS: Metropolitan Transport System

NOFI: Notice of Federal Interest

NRC: NRC Environmental Services

OSPR:  Office of Spill Prevention and Response

RP:  Responsible Party

SDCoEH:  San Diego Co. Environmental Health

SDFD:  San Diego Fire Department

SDG&E:  San Diego Gas and Electric

SDPD:  San Diego Police Department

SDSW:  San Diego Storm Water

SOSC:  State On-Scene Coordinator

UC: Unified Command

USACE:  U.S. Army Corp of Engineers

USCG:  U.S. Coast Guard

USEPA: U.S. Environmental Protection Agency

USFWS:  U.S. Fish and Wildlife Services

## 6. Additional sources of information

### 6.1 Internet location of additional information/report

epaosc.org/SOCO_Tanker_Spill

### 6.2 Reporting Schedule

The next POLREP will be on May 20, 2016.

## 7. Situational Reference Materials

No information available at this time.