

INFORMATION SHEET

WASTE DISCHARGE REQUIREMENTS ORDER R5-2013-XXXX
THE BNSF RAILWAY COMPANY
BNSF STOCKTON INTERMODAL FACILITY
CLASS II SURFACE IMPOUNDMENT
SAN JOAQUIN COUNTY

Background

The BNSF Railway Company, formerly the Burlington Northern and Santa Fe Railway Company, (hereafter Discharger) owns and operates the Stockton Intermodal Facility. The facility is located approximately 8 miles southeast of Stockton on the main BNSF rail track between Austin Road and Jack Tone Road at 6540 South Austin Road in Stockton, California in Section 26, T1N, R7E, MDB&M.

The facility is regulated under Title 27 due to industrial operations that produce wastewater that is a designated waste that must be contained in a Class II surface impoundment in order to protect beneficial uses of waters of the State. The wastewater is treated in an oil water separator (OWS) prior to discharge to an evaporation pond, a Class II surface impoundment.

The treated wastewater effluent from the OWS discharged to the surface impoundment contains the following constituents of concern based on monitoring of the surface impoundment from 19 June 2001 thru 26 September 2012:

Constituent of Concern	Median Value	
Specific Conductance	1,190	µmhos/cm
Total Dissolved Solids	920	mg/L
Total Suspended Solids	105	mg/L
Chemical Oxygen Demand	448	mg/L
TPH -Diesel	6,800	µg/L
TPH- Oil and Grease	6.8	mg/L
Acetone	13.6	µg/L
2-Butanone	2.6	µg/L
Total Xylenes	1.0	µg/L
Carbon Disulfide	0.2	µg/L
4-Methyl-2-Pentanone	1.1	µg/L
Chloride	46	mg/L
Sulfate	10	mg/L
Nitrate	0.01	mg/L
Barium	100	µg/L
Copper	12	µg/L
Lead	5	µg/L
Zinc	105	µg/L

In March 2001, prior to operation of the OWS and the Class II surface impoundment, the Discharger submitted a Water Quality Protection Standards Report (WQPS Report) where background samples were taken from MW-1 thru MW-4. Total Petroleum Hydrocarbons as

diesel (TEPH or TPH-d) was measured in two of four groundwater samples taken on 13 December 2000 from upgradient background well MW-1.

The Stockton Intermodal Facility's primary function is to load/unload freight to/from diesel powered locomotives from/to diesel powered trucks using diesel powered cranes. Since initiation of operation of the facility in 2001 the Discharger has periodically detected TPH-d in upgradient and downgradient groundwater monitoring wells.

In the 4th quarter and annual 2012 Detection Monitoring Report (DMR) the Discharger reported that eight field blanks were collected during two sampling events and TPH-d was detected in all eight field blanks indicating that site ambient air (and particulate) may be the source of TPH-d that has been historically reported in MW-1 thru MW-4. The Discharger proposed in the annual 2012 DMR to install dedicated low flow pumps in all four groundwater monitoring wells in order to minimize the influence of ambient diesel particulates in samples collected. The Discharger also proposed to revise the Field Sampling Plan. This Order requires the Discharger to reevaluate the Groundwater Monitoring Network and the Sample Collection and Analysis Plan to make the necessary changes to eliminate contamination of groundwater samples in order to give an accurate detection of a release as required by Title 27 Detection Monitoring Program.

Summary of Revisions

A summary of the revisions to previous WDRs Order No. 5-00-133 include:

- a. **Evaluation of Groundwater Monitoring Network.** The Discharger shall determine the source (ambient air, sampling procedures, upgradient sources, etc.) of TPH-Diesel and TPH-Oil and Grease detections in groundwater monitoring wells.
- b. **Revised Groundwater Supply Well Survey.** The Discharger shall perform a supply well survey that will identify all groundwater supply wells within a one mile radius of the surface impoundment.
- c. **Report on high TSS/turbidity in groundwater monitoring wells.** The Discharger shall provide a report that will investigate the source of high TSS concentrations reported in monitoring wells.
- d. **Water Balance Analysis of Surface impoundment.** The Discharger shall perform a water balance analysis on the surface impoundment to revise the design, operation, and maintenance of the designated waste surface impoundment.