

# CHAPTER D5

## *Spills of Substances on Highway Right of Way*

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## **D5.01 Introduction**

### D5.01.01 Chapter Content and Resources

This chapter contains information applicable to spills of substances on highway right of way.

Districts will provide an emergency response for all highway spills to affect these levels of service:

- (A) Caltrans emergency responders will make all reasonable efforts to be enroute within 30 minutes after notification of a spill.
- (B) District will conduct hazard assessment as soon as reasonably possible and will begin reasonable cleanup operations when not prohibited by health or safety considerations for employees or the public.
- (C) Dispatch center notifies the District Maintenance Hazardous Materials Managers (Hazmat Managers) during the initial notification process.

This chapter provides an overview of policies, expectations, and strategies regarding spills of substances on highway right of way. For additional information, refer to the following reference resources:

California Code of Regulations: [California Code of Regulations | Environmental Analysis](#)

California Government Code (GOV): [Codes: Codes Tree - Government Code - GOV \(ca.gov\)](#)

California Streets and Highway Code (SHC): [Codes: Codes Tree - Streets and Highways Code - SHC \(ca.gov\)](#)

California Vehicle Code (VEH): [Codes: Codes Tree - Vehicle Code - VEH \(ca.gov\)](#)

Caltrans Electronic Forms System (CEFS): [CEFS - Forms \(ca.gov\)](#)

Caltrans Encroachment Permit Applications and Forms: [Applications & Forms | Caltrans](#)

Caltrans Encroachment Permit Manual: [Encroachment Permits Manual | Caltrans](#)

Caltrans Safety Manual: [Employee Safety Manual Online | Health and Safety \(ca.gov\)](#)

Code of Federal Regulations, Section 105.5: [eCFR :: 49 CFR 105.5 -- Definitions.](#)

Department of Transportation -- California Highway Patrol Joint Operational Policy Statement: [Microsoft Word - ANNEX A A1-A6\\_no footer\\_updated 12.30.05.doc \(ca.gov\)](#)

Integrated Maintenance Management System Hazardous Materials Reporting Guide: [IMMS HAZMAT REPORTING INSTRUCTIONS \(ca.gov\)](#)

Maintenance Manuals and Reference (Code of Safe Practices and Maintenance Hazardous Waste Manual): [Manuals and Reference | Maintenance \(ca.gov\)](#)

Maintenance Policy Directives (Including MPD 0601-R2): [Maintenance Policy Directives | Maintenance \(ca.gov\)](#)

Office of Emergency Management: [Office of Emergency Management | Maintenance \(ca.gov\)](#)

Traffic Operations – Transportation Permits: [Transportation Permits \(Oversize/Overweight Vehicles\) | Caltrans](#)

#### D5.01.02 Definitions

Cal/EPA - California Environmental Protection Agency  
CCR – California Code of Regulations  
CEFS – Caltrans Electronic Forms System  
CFR – Code of Federal Regulations  
CHP – California Highway Patrol  
CSOP – Code of Safe Operating Practices  
CUPA – Certified Unified Program Agency  
CSTI – California Specialized Training Institute  
DHM – District Hazmat Manager  
DOT – Department of Transportation  
DTSC – Department of Toxic Substances Control  
EOC – Emergency Operations Center  
FRA – First Responder Awareness  
FRO – First Responder Operational  
GOV – Government Code  
Hazmat – Hazardous Materials  
HQ – Headquarters  
IC – Incident Commander  
IMMS – Integrated Maintenance Management System  
OES – Office of Emergency Services  
RWQCB – Regional Water Quality Control Board  
SDS – Safety Data Sheet  
SEMS - Standardized Emergency Management System

#### D5.01.03 References and Hyperlinks

There are hyperlinked resource materials identified within this chapter. If any hyperlink is not accessible, please notify the appropriate personnel to inquire about that resource or reference.

#### D5.01.04 Chapter Contact

This chapter of the Maintenance Manual is maintained by the Division of Maintenance, Office of Emergency Management.

### **D5.02 Definition of “Hazardous Material”**

Hazardous materials are defined in Section 66261.3 of the California Code of Regulations Title 22 (22CCR§66261.3) and Section 105.5 of the Code of Federal Regulations Title 49 (49CFR105.5). A

hazardous material poses an unreasonable risk to the health and safety of employees, the public, or the environment if it is not properly controlled during handling, storage, manufacture, processing, packaging, use, disposal, or transportation. They may be gases, liquids, solids, or combinations of these physical states.

The United Nations system provides nine hazard classes:

- Class 1 – Explosives
- Class 2 – Gases
- Class 3 – Flammable liquids (and Combustible liquids)
- Class 4 – Flammable solids, spontaneously combustible materials, and dangerous when wet materials
- Class 5 – Oxidizers and organic peroxides
- Class 6 – Toxic materials and Infectious substances
- Class 7 – Radioactive materials
- Class 8 – Corrosive materials
- Class 9 – Miscellaneous dangerous substances

When a hazardous material is spilled on the State Highway System, it must be cleaned up according to the appropriate regulatory agency requirements. For additional information, refer to Section D5.05 of this chapter.

### **D5.03 Caltrans' Use of the Standardized Emergency Management System**

As a department of State government, Caltrans is required by Section 8607 of the California Government Code to use the Standardized Emergency Management System (SEMS) in any multi-agency emergency response.

Many highway spills involve multiple agencies, as described in this chapter. Caltrans Maintenance shall train all field employees in SEMS and use the SEMS structure at all highway spill emergencies with multi-agency response.

For additional information, refer to:

- Section D5.09 (A) of this chapter: Training in the Standardized Emergency Management System (SEMS).
- SEMS Introductory Course; SEMS Field Course; and SEMS EOC Course.

#### **D5.04 Caltrans' Responsibilities in Hazardous Spills Emergencies**

In managing emergency spill conditions, Caltrans will as soon as practicable, establish traffic control to provide public safety. Caltrans will perform hazard assessment to establish reasonable precautions to prevent Caltrans employees, the public, and the environment from being exposed to hazardous or unidentified substances.

If at any stage of this process it appears that Caltrans employees cannot proceed safely using standard Departmental procedures and equipment, Caltrans will, when feasible, use the services of a pre-qualified cleanup contractor.

Within the State highway right of way, Caltrans will attempt to take these actions:

- (A) Ensure the dispatch center specified in the District Spill Contingency Plan as soon as practicable, notifies the DHM in the event of any hazardous material incident affecting a State highway.
- (B) Make notifications and reports as required by law and Departmental procedures, at the request of the first responder.
- (C) Assign a Caltrans representative to cooperate with other public and private agencies to advance:
  - (1) Isolation and containment of spilled material.
  - (2) Identification and hazard assessment of the material.
  - (3) Proper removal and disposal of hazardous materials.
  - (4) Restoration of the orderly flow of traffic.
- (D) Assist the California Highway Patrol (CHP) or other jurisdictional law enforcement agencies in developing and implementing traffic control and routing operations.
- (E) Oversee the restoration of contaminated highways and other transportation facilities under Caltrans jurisdiction.

Unless Caltrans is the spiller, Caltrans is not legally or financially responsible for contamination or cleanup outside the State right of way, even though the incident begins within its right of way. The Incident Commander (IC) will be notified of contamination outside of State right of way. The DHM is the contact person for detailed information regarding handling and cleanup of hazardous materials spills.

#### **D5.05 Organizational Authority**

- (A) Delegation of Responsibility and Authority - California Vehicle Code, Section 2454:

It is the responsibility of Caltrans and the appropriate law enforcement agencies to act

where feasible, when spills of unidentified or hazardous substances occur on State highways.

Section 2454 of the California Vehicle Code provides that authority for incident command at any on-highway hazardous substance spill or disaster is vested in the appropriate law enforcement agency having primary traffic investigative authority.

Per the California Vehicle Code, Section 2454 reference to appropriate law enforcement agency, for Caltrans facilities (and for some local roads), the CHP is the proper authority responsible for incident command of any hazardous substance spill(s). Local law enforcement is the authority for the hazardous substance spills on surface roads and streets, and for State routes through cities, as delegated by joint agreement with CHP.

**(B) Incident Command**

The CHP is the IC all freeways and on most State routes. All emergency responders and their communications shall be coordinated and controlled by the IC.

The function of the IC is to coordinate communications and the activities of emergency response agencies through working directly with agency representatives.

The IC is not involved in direction of specialized functions provided by other agencies.

**(C) Responding Agencies**

There may be several emergency response agencies at the site, such as local law enforcement, fire department, county environmental health, Caltrans, and other State agencies. Each agency, including Caltrans, will designate a representative on site to work with the IC.

**(D) Agency Jurisdictions**

Jurisdictions of Local, State, and Federal environmental agencies must be taken into consideration during a hazardous materials incident and during cleanup operations. Caltrans representatives will coordinate and confer with these, and other agencies, when appropriate, as required to assure there has been proper cleanup of the spill. These jurisdictions include, but are not limited to:

- (1) The County Health Officer or designated local agency, or designated local agency having the authority on soil contamination resulting from spills within the county: Some cities have local ordinances on soil contamination. The county is usually the Certified Unified Program Agency (CUPA) designated by the California Environmental Protection Agency (Cal/EPA) to enforce State environmental laws.
- (2) The County Agricultural Commissioner:  
Has jurisdiction when pesticides or other potentially hazardous agricultural materials are involved in an incident.

- (3) The Air Pollution Control District representative:  
Has control over amounts of contaminants allowed in the air.
- (4) The Regional Water Quality Control Board representative:  
The authority on contamination standards in the receiving waters or underlying water table.
- (5) The California Department of Fish and Wildlife (CDFW) officers:  
Have control over what is allowed to enter the roadside streams, rivers, and lakes.
- (6) Cal/EPA:  
The State's environmental agency, which includes the Department of Toxic Substances Control (DTSC). Cal/EPA usually delegates its enforcement authority to the counties.
- (7) The Governor's Office of Emergency Services (OES):  
Provides coordination during large incidents and other disasters. Many counties have their own emergency operations centers that coordinate communications and resources on the county level.
- (8) The Federal Environmental Protection Agency (EPA):  
May respond to large incidents.
- (9) The Coast Guard:  
Has jurisdiction over all navigable waters.

Refer to the District Hazardous Materials Contingency Plan for detailed information regarding local administering agencies and jurisdictions.

(E) Resolution of Disputes during Spill Response

The Department of Transportation -- California Highway Patrol Joint Operational Policy Statement provides: "Reopening of the highway will be with the concurrence of both departments. Differences of opinion concerning closure or reopening will be resolved in favor of the greater protection for the public."

### **D5.06 Emergency Authority of the Incident Commander**

During declared emergencies, the IC may waive specific Hazardous Waste Control laws to allow Caltrans, or its contractors, to haul any amount of spilled regulated wastes off the highway to eliminate traffic gridlock and restore public safety.

Under direction of the IC, Caltrans may place containers that are undamaged back on the spiller's vehicle when this can be accomplished safely. The containers may be over packed and hauled away by the spiller if qualified persons are available to handle damaged containers. This permits a spiller or responsible party to haul away regulated materials to its own facilities.

Even during an emergency, the spiller must be qualified and licensed to handle and transport the

materials. Hazardous wastes cannot be transported without a Hazardous Waste Hauler's Registration. For additional information, refer to Section D5.07 (D) of this chapter.

Caltrans workers should never work beyond their level of training or capabilities as described in this chapter during hazardous materials emergencies. Employees should never take action prohibited by this chapter, by Codes of Safe Operating Practices, or by Departmental Policy. Refer to Section D5.09 (B): Hazardous Materials Training, of this chapter for additional information.

### **D5.07 Responsible Parties, Identification of Materials, and Cleanup of Spills**

The responsible party(ies) (including the spiller) of the spill shall bear all reasonable costs incurred in removal of spilled materials, whether they are hazardous or not. The spiller may not always be the responsible party of the cause of the spill. However, the spiller is responsible for the clean-up efforts if possible or make arrangements for the clean-up by others. The responsible party of the spill, which may or may not also be the spiller, is responsible for the costs of removal. For additional information, refer to Section 17300 of the California Vehicle Code.

These actions shall be considered for the removal and disposal of all spilled materials:

- (A) The principal tasks in handling a spill are usually performed in the following order:
  - (1) Safe approach.
  - (2) Isolation and containment.
  - (3) Notifications.
  - (4) Identification and hazard assessment.
  - (5) Cleanup and disposal.
  
- (B) Depending upon conditions, identification and hazard assessment, containment, and cleanup may be performed by one or more of the following qualified operators under the direction of a Caltrans representative, trained as a minimum at the First Responder Operational (FRO) level:
  - (1) The spiller of the material or the spiller's agent, if qualified.
  - (2) Caltrans.
  - (3) A qualified hazardous materials cleanup contractor who is under contract with Caltrans to identify unknown materials or is qualified and called to the scene by Caltrans.
  - (4) Local environmental response agencies.
  
- (C) The decision as to who will clean up the spill depends upon:



- (1) Whether the material is known to be hazardous or non-hazardous (hazard assessment).
  - (2) The willingness and ability of the spiller to participate.
  - (3) Timeliness of response.
  - (4) Required equipment, expertise, and resources for cleanup.
- (D) The responsible party(ies) (including the spiller) may be permitted by Caltrans to perform one or more task if the Caltrans representative or Unified Command determines the responsible party(ies) is/are qualified to undertake the work. Qualification is based on:
- (1) Ability to respond in a timely manner.
  - (2) Ability to ensure the safety of employees, the public, the environment, and property.
  - (3) Other considerations that affect an efficient and appropriate clean-up operation.
  - (4) In all cases, approval to haul hazardous spilled material will be granted only to companies possessing a current Hazardous Waste Hauler's Registration, and which meet all local and State requirements including training of cleanup workers.
- (E) If the spiller or responsible party does not clean up the spill adequately, Caltrans may call another qualified cleanup contractor to finish the cleanup at the expense of the spiller or responsible party. Caltrans, County Environmental Health, or County Health may determine if the spiller has not done an adequate job in its cleanup.
- (F) The Caltrans representative will choose a qualified cleanup contractor for an incident under the following circumstances:
- (1) The responsible party(ies) (including the spiller) elects not to arrange for cleanup per policy.
  - (2) The material is not identifiable except by chemical analysis, which the spiller is unable to provide.
  - (3) The spill appears to be too hazardous for Caltrans to handle within normal operational limits.
  - (4) The spill requires specialized equipment or expertise beyond the capabilities of the spiller or Caltrans.
- (G) Non-emergency and non-hazardous spill removals that require one or more return trips to the site by the spiller will require that the spiller, or the spiller's agent, obtain a Consent Letter (form TR-0131) from the Maintenance Region Manager for such activity. The

form can be found in CEFS and in the Encroachment Permit Applications and Forms hyperlink provided in Section D5.01.01 of this chapter. Refer to Sections 501.1 and 501.2 of the Caltrans Encroachment Permit Manual for details.

Roadside cleanup and/or salvage operations that exceed the activities and/or time allowed by a Consent Letter (form TR-0131) require an Encroachment Permit issued by the local Caltrans District Encroachment Permits Office. The Standard Encroachment Permit Application (form TR-0100) form be found in CEFS and in the Encroachment Permit Applications and Forms hyperlink provided in Section D5.01.01 of this chapter.

In addition, a transportation permit issued by the Caltrans Transportation Permits Issuance Branch is required for any oversize or overweight tows. For more information on Transportation Permits refer to the Traffic Operations – Transportation permits hyperlink provided in Section D5.01.01 of this chapter.

### **D5.08 Cleanup and Transport Requirements for Government Agencies**

Exclusive of that described in D5.04 above, Section 66263.43 of the California Code of Regulations Title 22 (22CFR§Section 66263.43), provided in Section D5.01.01 of this chapter, allows emergency responders from a State, local, or county governmental agency to take these actions:

- (A) After the hazardous material has been identified, government agencies may clean up and haul a limit of five 85-gallon overpack drums to a holding site on the agency's property without using container labels or hazardous placard. An appropriate site safety plan must be used. Shipping papers containing all Department of Transportation required information must accompany the hazardous waste when transported under this exemption.

Stored waste should be disposed of as soon as practical and under no circumstances stored longer than 90 days.

- (B) The appropriate manifest is required when hauling hazardous wastes or non-hazardous waste off-site to a recycler or registered landfill. Transport of hazardous wastes shall be performed only by a registered hazardous waste hauler.
- (C) The governmental agency using this exemption will keep all records of the types and quantities of hazardous wastes handled under this section at the central collection facility annually. These records shall be retained for at least three (3) years from the date the record was completed.

### **D5.09 Training**

- (A) Standardized Emergency Management System (SEMS) training requirements.
  - (1) Training in the SEMS is required for all Maintenance personnel who may respond to a highway spill emergency.
  - (2) All field Maintenance personnel through the rank of Supervisor shall attend the

SEMS Introductory Course. Caltrans instructors teach this course.

- (3) Maintenance Area Superintendents, Maintenance Managers, and District Maintenance Management shall complete the two-day SEMS Field Course, which is provided under contract with the California Specialized Training Institute (CSTI).
  - (4) Hazmat Managers and District Management staff, designated to report to the Regional Emergency Operations Center during an emergency, will attend the one-day SEMS Emergency Operations Center (EOC) in addition to the Field Course. It is recommended that all Deputy District Directors, Maintenance, attend this level of training.
- (B) Hazardous materials training will be provided to Maintenance personnel based on the duties and functions to be performed. Employees engaged in emergency response, no matter where it occurs, are required to take hazardous material training. (Permanent Intermittent, Limited Term, Temporary Assigned Duties and/or Retired Annuitants may be included in this category).

(1) First Responder Awareness Level

Caltrans field employees at the First Responder Awareness (FRA) level are those likely to witness or discover a hazardous substance release. They have been trained to initiate an emergency response sequence by notifying the proper authorities of the release. They take no further action beyond notifying the authorities and isolating the area.

(2) First Responder Operations Level

Caltrans employees at the First Responders Operations (FRO) level are part of the initial response to the sites of potential and actual releases of hazardous substances. They are trained to respond in a defensive fashion without trying to stop the release. They attempt to identify the type of material from a safe distance if it is possible to do so. They attempt to protect nearby people, the environment, and property from the effects of the release, when feasible. They may attempt to contain the release from a safe distance, if it can be done without risk, to keep it from spreading and to prevent exposures. The FRO also ensures that notifications are made.

(3) Hazardous Materials Technician

Generally, Hazardous Materials Technicians assume a more aggressive role than a first responder at the operational level and may attempt to plug, patch, or otherwise stop the release of hazardous substances.

However, Caltrans employees trained at the Hazardous Materials Technician level shall take no action that requires use of self-contained breathing apparatus. They shall not attempt to enter an area with an unknown substance that requires use of such equipment or perform any other function that requires use of a self-

contained breathing apparatus.

(4) Hazardous Materials Specialist

Generally, Hazardous Materials Specialists provide support to Hazmat Technicians. Specialists have more detailed and specific knowledge of hazardous materials than the technician level. If a technician is not present, a specialist is trained to perform the functions of a technician. A Hazmat Specialist can also act as site liaison with Federal, State, Local, and other government authorities regarding site activities.

As with Hazmat Technicians, Caltrans personnel trained at the Hazardous Materials Specialist level shall take no action that requires use of self-contained breathing apparatus. They shall not attempt to enter an area with an unknown substance that requires use of such equipment or perform any other function that requires use of a self-contained breathing apparatus.

(5) Policy regarding use of self-contained breathing apparatus:

Self-contained breathing apparatus shall be used only during formal specialist and technician training and refreshers, and during training exercises involving local emergency response agencies. Employees who take formal classes or participate in exercises must have undergone the appropriate respiratory function medical examination. Use of self-contained breathing apparatus is prohibited except for that described in this section.

Refer to Caltrans Safety Manual: Chapter 15 - Respiratory Protection Program.

(C) Training Requirements for Headquarters and District Hazmat Managers

Headquarters and District Hazmat Managers shall attend the CSTI Hazardous Materials Specialist course.

They shall maintain competency by attending the CSTI Specialist Refresher annually, or by completing at least 24 hours of annual emergency response training equivalent to the CSTI Hazmat Specialist Refresher curriculum. Refresher training shall include curriculum related to emergency response operations, environmental compliance, hazardous materials, and hazardous waste laws and regulations.

In addition to the training described above, Hazmat Managers are recommended to attend at least 16 hours of annual refresher training related to environmental compliance, hazardous materials, and hazardous wastes laws and regulations.

This requirement may be satisfied through attending University of California extension courses or those offered by private vendors. It may also be satisfied through attending Hazmat conferences that offer courses certified by the State Fire Marshall's Office. No portion of this requirement is satisfied through attending Hazmat Manager's meetings or Steering Committee meetings sponsored by the Caltrans Maintenance Hazardous Material Program unless the meeting format includes a formal training module. Hazmat Managers will receive credit only for the time spent in the actual

training session.

Hazmat Managers shall attend the CSTI instructor certification course, which qualifies them to teach the FRO course through the CSTI Outreach Program in the districts.

Instructors who do not teach at least four (4) hours per year will lose certification. Hazmat Managers who allow their instructor's certification to lapse shall attend the CSTI instructor course to renew their certification.

(D) Training Standards

No CSTI outreach instructor may delete any material contained in the CSTI curriculum.

CSTI requires that 100 percent of the CSTI Outreach Program course material be included in CSTI certified training programs. In addition, the courses may include Caltrans material.

The Headquarters Hazmat Manager will operate an operational and training standards committee with members selected from District Hazmat Managers. The Headquarters Hazmat Manager will select CSTI staff trainers to serve on the committee. The committee will support and supplement district training efforts.

Refer to Section D5.10 (B) of this chapter, for District Maintenance personnel training requirements.

**D5.10 Actions Required by Districts**

Each district will take these actions to comply with this chapter:

(A) Contingency Plan

It is essential that each district prepare a Hazardous Spill Contingency Plan. Deputy District Directors and Maintenance will provide annually to the Chief, Division of Maintenance, a copy of the district's Hazardous Spill Contingency Plan. The Contingency Plan shall include the following:

- (1) Organization of response at the scene of a hazardous material spill.
- (2) Reporting and notification procedures.
- (3) Emergency response personnel.
- (4) Mitigation for highway spills and spills at Caltrans facilities.
- (5) Response to news media during incidents.
- (6) Contingency plans for incidents involving flammable or toxic vapors, fire and explosion, and hazardous materials (solid and liquid).

- (7) Contractors to be used by the District.
- (8) The District Hazardous Materials Spill Site Safety Plan.
- (9) The District Hazardous Materials Spill Cleanup Safety Plan (if applicable).

The District Hazardous Spill Contingency Plan will be reviewed annually and updated as needed to reflect changes in personnel, information, regulations, local requirements, Departmental and District policy.

**(B) Training of District Maintenance Personnel**

This chapter shall be distributed to all District Maintenance personnel.

- (1) The following employees shall be trained to First Responder Operations (FRO) level and attend refresher training annually:
  - (a) All Maintenance Office Chiefs.
  - (b) All Maintenance Managers and Area Superintendents.
  - (c) All Maintenance Supervisors, including landscape and special crews.

In some districts, Traffic Operations personnel are responsible for communications dispatch. The Division of Maintenance recommends these dispatchers be trained at the FRA level. Hazmat Managers will arrange for such training on request.

- (2) All other Maintenance employees will attend the FRA Level training annually.
- (3) Districts shall provide the Hazardous Material Operations Manager annually with schedules of planned training. Schedules are due by May 1st for training held the following fiscal year. The Hazardous Material Operations Manager may attend training in the districts to provide updated information and monitor course standardization.

Refer to Section D5.09 above for detailed descriptions of hazardous materials training levels.

**(C) Four steps to be taken by all employees when first at the scene of a suspected hazardous material spill.**

- (1) Approach the site safely. Always use the “buddy system.” Observe the situation and conditions.
- (2) Isolate the area. Provide for traffic control, closing a lane or entire road, if necessary. Do not leave spill site unattended.
- (3) Make appropriate notifications, following District procedures. The District Hazmat

Manager must be notified of suspected hazardous materials spills.

- (4) Perform identification and hazard assessment within their capabilities. This must be confirmed by a person trained to at least the FRO level before further action is taken.

- (D) Documentation by the FRO at the scene of a hazardous material spill.

A Caltrans employee at the lead worker level or above, trained to at least the FRO level, will take appropriate action as described in this chapter. Each situation is unique and will require the FRO to use their judgment, based on FRO training standards. The Hazmat Manager shall provide guidance to FROs in performance of their Hazmat- related duties.

Unless directed otherwise, the FRO will do the following to document the spill:

- (1) Attempt to secure responsible party identification from CHP or local police involved.
- (2) Complete a Spilled Substance Report (2OM34) and enter information into the Spill Info tab on the IMMS Service Request form.
- (3) Prepare a Spill Narrative and enter information within IMMS on the comments tab.
- (4) Complete a Hazardous Spill Diary Form (DM-M-157) when the service of a contractor is required.
- (5) Ensure a California Uniform Hazardous Waste Manifest is prepared.
- (6) Note the Assigned IMMS Service Request Number on the Hazardous Spill Diary Form (DM- M-157) and complete all required data fields in IMMS.
- (7) Ensure a Site Safety Plan is prepared before initiating cleanup operations.

- (E) Role of the District Hazmat Manager

First responders shall notify the District Hazmat Manager early in the incident notification phase.

The District Hazmat Manager will:

- (1) Coordinate with other agencies, contractors, the spiller, and Caltrans responders as to the best contractor or subcontractor to call.
- (2) Review all IMMS documentation and note completion by checking the Spill Packet Complete and Hazmat Manager Review box.
- (3) Input all Emergency Spill Contractor costs in the Work Order Extra Item tab within IMMS.

(F) Contract Management

District Hazmat Managers are contract managers for Maintenance concerning highway spills that occur in the districts. See the Maintenance Hazmat Contract Manager's Handbook for detailed instructions.

(G) Choice of Contractor

When an immediate danger to life, health, or the environment is imminent, an Emergency Spill Contractor will be called out according to the terms of the current executed contract.

(H) Cleanup of Known Hazardous Materials by Caltrans Personnel

- (1) Caltrans personnel may clean spills of working stock and known hazardous materials only if all conditions are met:
  - (a) Employees are trained in the potential hazards and proper handling of the material through review of the Safety Data Sheet (SDS), other pertinent product information, the appropriate Code of Safe Operating Practices (CSOP), and the District Contingency Plan.
  - (b) Employee exposure to the material is minimized.
  - (c) Employees are equipped with and use the personal protective equipment specified in the SDS, product information, or CSOP, such as impervious gloves, boots, and eye protection.
  - (d) An appropriate spill Site Safety Plan shall be completed and attached to the Spill Report for spills on the right of way.
  - (e) Entry into the area does not require use of a self-contained breathing apparatus.
- (2) The cleanup of gasoline spills on the operating right of way using Caltrans personnel is not recommended. If it must be done these conditions must be met:
  - (a) The cleanup method involves no contact with the liquid or vapors.
  - (b) The spill occurs in a well-ventilated outdoor area.
  - (c) Employees shall work upwind from the spilled material.
  - (d) Cleanup methods will produce no sources of ignition.

(I) Hazardous Waste Resulting from Spills

- (1) Temporary storage of hazardous waste



District Hazmat Managers should identify several holding sites where fuel contaminated soil and other hazardous waste resulting from highway spills can be hauled for temporary storage. This will speed the process of opening traffic lanes after a spill.

In some areas, Caltrans must acquire local regulatory approval for such storage. The District Hazmat Manager shall ascertain if such approvals are necessary. Temporary storage is usually 10 days; however, it may vary depending on County environmental guidance and location.

(2) Waste disposal

Districts should evaluate the appropriate and legal options and select the most cost-effective method of waste disposal. These options may include transporting the waste to a commercial recycler, an incineration facility, or a landfill. Use of landfills should be considered only when allowed by applicable law other options are not available or practical.

Removal of waste resulting from a highway spill when defined as non-emergency, where digging and excavation are not required and when a responsible party cannot be identified, shall be removed through the Self-Generated Hazardous Waste Contract as a cost-effective method. Highway spilled waste shall never be co-mingled within the same containers as Caltrans' self-generated waste. Waste containers are to be uniquely identified as a highway spill material using a county specific EPA ID number.

Manifest documentation is required and to be completed separate from the Caltrans' self-generated waste.

(J) Process for submitting contractor's invoices for payment

Processes for approval and submission of contractor's invoices vary in the districts. The District Hazmat Manager can provide detailed information regarding each district's process. The District Hazmat Manager is responsible for reviewing all spill documentation before submittal to HQ Accounting.

(K) Documentation and Records

(1) Copies of the following documents must be submitted to the Division of Maintenance attention: HQ Hazardous Material Operations:

(a) Reports of all hazardous spills (Spilled Substance Report 2OM34).

(b) Receiving records.

(2) In addition to the above documents, the following must be maintained on file by the District Hazmat Manager and may be requested by the HQ Hazardous Material Operation's Manager:

- (a) Spill Narratives.
- (b) Hazardous Spill Diary Forms (DM-M-157) and Site Safety Plan, if applicable.
- (c) Completed copies of California Uniform Hazardous Waste Manifests.
- (d) IMMS Service Request Numbers (Identifies all associated Accident Damage Reports).
- (e) Proposition 65 notification reports.
- (f) Invoices and all back-up documentation.

### **D5.11 Monthly and Annual Reports**

The Maintenance Program provides oversight of all district highway spill activities. District Hazmat Managers shall maintain the IMMS database for spill information and expenditures by fiscal year.

District Hazmat Managers shall ensure the IMMS database has complete and correct information for hazardous spills. Monthly corrections and/or input shall be completed by the first of the month after the spill occurrence.

Information included in the reports is used to compile the statewide annual spill report and provide up-to-date reports as needed. Upon request, HQ Hazardous Material Operations creates reports for Caltrans and Agency management, Caltrans Public Affairs, the Legislature, other State departments, and the public.

Annual reports shall be submitted to the HQ Hazardous Material Operations' Manager by July 15 for the previous fiscal year. Reports shall be submitted electronically. Districts may track information additional to that required on IMMS. At the request of the HQ Hazardous Material Operations' Manager, the districts may be required to submit other annual reports.

Districts must include the following information, provided in Figure D5-1, in their report to The HQ Hazardous Material Operations' Manager:

- |   |   |
|---|---|
| (A) County  | (I) Hazardous class (see Emergency Response Guide)              |
| (B) Route   | (J) Method of cleanup (Caltrans, responsible party, contractor) |
| (C) Post Mile                                       | (K) Name of Emergency Spill Clean-up Contractor                 |
| (D) Spill Date                                      | (L) Whether there was direct billing                            |
| (E) Time  | (M) Invoice number  |
| (F) Material spilled                                | (N) Amount of invoice   |
| (G) Quantity spilled                                | (O) Service Request number                                      |
| (H) Units (pounds, gallons, or metric measurements) |   |

**Figure D5-1: Reporting Information**