

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD - SAN DIEGO REGION
WATERSHED MANAGEMENT PROGRAM

FACILITY INSPECTION REPORT

Attachment # 8

INSPECTION DATE: January 7, 2008 TIME: 10 AM WDID: 9 37C322900

FACILITY REPRESENTATIVE(S) PRESENT DURING INSPECTION: Rick Felkins, West Coast Rail Contractors, Jodie Leothacue, NCTD

North County Transit District
NAME OF OWNER, AGENCY OR PARTY RESPONSIBLE FOR DISCHARGE

Don Bullock, (760) 737-8625
OWNER CONTACT NAME AND PHONE #

Sprinter Rail Project
FACILITY OR DEVELOPER NAME (if different from owner)

Steven Hoyle, (760) 737-8625
FACILITY OR DEVELOPER CONTACT NAME AND PHONE #

808 Rancheros Drive
FACILITY STREET ADDRESS

San Marcos, CA
FACILITY CITY AND STATE

APPLICABLE WATER QUALITY LICENSING REQUIREMENTS

- MS4 URBAN RUNOFF REQUIREMENTS NPDES NOS. CAS0108758, CAS0108740 or CAS0108766
- GENERAL PERMIT ORDER NO. 99-08-DWQ, NPDES NO. CAS000002 - CONSTRUCTION
- GENERAL PERMIT ORDER NO. 99-06-DWQ, NPDES NO. CAS000003 - CALTRANS
- GENERAL OR INDIVIDUAL WASTE DISCHARGE REQUIREMENTS
- GENERAL OR INDIVIDUAL WAIVER OF WASTE DISCHARGE REQUIREMENTS
- SECTION 401 WATER QUALITY CERTIFICATION
- CWC SECTION 13264

INSPECTION TYPE (Check One)

- A1 _____ "A" type compliance—Comprehensive inspection in which samples are taken. (EPA Type S)
- B1 _____ "B" type compliance—A routine nonsampling inspection. (EPA Type C)
- 02 _____ Noncompliance follow-up—Inspection made to verify correction of a previously identified violation.
- 03 X _____ Enforcement follow-up—Inspection made to verify that conditions of an enforcement action are being met.
- 04 _____ Complaint—Inspection made in response to a complaint.
- 05 _____ Pre-requirement—Inspection made to gather info. relative to preparing, modifying, or rescinding requirements.
- 06 _____ No Exposure Certification (NEC) - verification that there is no exposure of industrial activities to storm water.
- 07 _____ Notice of termination request for industrial facilities or construction sites - verification that the facility or construction site is not subject to permit requirements (Type, NOT I or NOT C - circle one).
- 08 _____ Compliance Assistance Inspection - Outreach inspection due to discharger's request for compliance assistance.

INSPECTION FINDINGS

Y Were violations noted during this inspection? (Yes/No/Pending Sample Results)

N Were samples taken? (N=no) If YES then, G= grab or C= Composite and attach a copy of the sample results/chain of custody form

I. COMPLIANCE HISTORY:

Notice of Violation (NOV) No. R9-2007-0050 was issued on March 19, 2007 for construction storm water permit violations including discharge of sediment, and inadequate BMPs. NOV No. R9-2007-0063 was issued on April 3, 2007 for construction storm water permit violations including discharge of sediment and inadequate BMPs. Administrative Civil Liability No. R9-2007-0093 was issued on August 31, 2007 for construction storm water permit violations including discharge of sediment, inadequate BMPs, and inadequate inspections. NOV No. R9-2007-0208 was issued on October 15, 2007 for construction storm water permit violations mainly involving inadequate BMPs. CAO No. R9-2007-0226 was issued on December 31, 2007 for continued discharge violations, and BMP violations.

II. FINDINGS

On Monday, January 7, 2008, Ben Neill, Water Resource Control Engineer, Chad Lofien, Environmental Scientist and Ben James, Student Intern, conducted an inspection of the NCTD Sprinter Rail Construction Project. Prior to leaving the office, Jodie Leothacue of NCTD was called and informed of the inspection. The inspection covered these portions of the construction project:

1. Mar Vista Storage Yard, Vista
2. Escondido Avenue Station, Vista
3. Vista Village Station, Vista
4. Melrose Station, Oceanside
5. Crouch Street Station, Oceanside
6. Coast Highway Station, Oceanside

This inspection followed a weekend rain storm that was predicted at least five days in advance. The rainstorm was predicted to arrive on the night of Thursday, January 3, but did not arrive until the night of Friday, January 4. The rainstorm ended the morning of January 7. The National Weather Service's website reported the Oceanside airport as receiving 2.74 inches over the three days of rainfall. On the day of the inspection, the weather was gray, overcast and lightly raining in the morning. Later in the day, the rain stopped and the skies were sunny to partly cloudy.

- 1. Mar Vista Storage Yard** – We were met by Rick Felkins of West Coast Rail Contractors at the storage yard. This storage yard has been the site of several previous violations. Two storm drain culverts directing storm water runoff to the storage yard have continued to not be adequately addressed. Although the western culvert has been partially lined with plastic (Photo 1), the plastic lined ditch receives sediment laden sheet flows from the construction storage yard that does not have adequate sediment controls or soil stabilization (Photo 2 and 7). The concentrated sediment-laden flow was overwhelming the receiving storm drain inlet (Photos 3, 4, and 5). Sediment discharge occurred at this inlet. The lack of adequate sediment and erosion controls at this storage yard was first identified in the February 20, 2007 inspection. The runoff from the western culvert first flows across exposed soils underneath stockpiled concrete railroad ties prior to reaching the plastic lined length (Photo 6). Significant erosion was observed beneath these stockpiled railroad ties. The site continues to receive construction trash that is not covered or contained to prevent contact with storm water runoff (Photo 8). The eastern inlet on the property was not receiving runoff due to gravel bags being implemented around the inlet (Photo 9). Southern slopes showed significant erosion and did not have erosion controls or sediment controls (Photos 10 and 11). Lack of sediment and erosion control BMPs on the slopes was first identified in the December 3, 2007 inspection. The second culvert that discharges runoff to the property was not protected to minimize contact with disturbed soils (Photos 11 and 12). Runoff from this culvert flowed through the disturbed soil on the storage yard and to the plastic lined ditch in photo 1).

On the drive from Mar Vista Storage Yard to the Escondido Avenue Station, several areas of the track were observed from the street. Slope failures were seen along portions of the track. It appeared that white plastic sheeting was implemented along selected areas of the tracks to prevent some erosion from occurring.

- 2. Escondido Avenue Station** – Construction at this station is almost complete. Southern slopes, median and exterior areas still require landscaping but do have erosion and sediment controls implemented. The parking lot still needs to be striped and the entrance needs some grading work. The slopes appear to be well protected with erosion and sediment controls. No noticeable erosion rills or gullies were present on the slope. Most inlets were protected with gravel bags except for one. At the northeast corner of the parking lot and directly south of the track, a long concrete storm drain ditch is along the southern side of the railroad tracks. At the western terminus of this storm drain ditch, water enters a culvert. At this culvert silt fence has failed and sediment discharged into the storm drain system (Photo 13).
- 3. Vista Village Station** – Construction at this station is almost complete. Landscaping still needs to be accomplished but the slopes do have erosion controls and sediment controls implemented. No violations were noted at this location and no photos were taken.

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- 4. **Melrose Station** – This station still needs landscaping. The station had a slope failure at the North West corner of the parking lot (Photo 14). This slope had a light application of erosion control and was without sediment controls along a portion of the slope. At the southwest corner of the parking lot, a storm drain inlet had flooded and spilled over the side of a slope creating a large erosion gully and discharging sediment into the storm drain conveyance system (Photos 15 and 16). South of the tracks and near Melrose Avenue, a large erosion gully was on the slope threatening a utility box and ultimately discharging sediment to Loma Alta Creek (Photos 17, 18, 19, 20, 21, and 22). Apparently, storm water from the street flowed onto an access road and down the slope causing the erosion and discharge to Loma Alta Creek. Farther west, a storm drain culvert outfall discharged sediment to Loma Alta Creek (Photo 23).
- 5. **Crouch Street Station** – This station was still under construction. Between the parking lot and the train tracks, a storm drain inlet did not have adequate sediment control in a large area of disturbed soils without erosion or sediment controls (Photos 24 and 25). Loma Alta Creek has eroded away part of the northern bank (Photo 26). Workers were busy moving the tracks away from the eroding bank. At the southwestern corner of the parking lot, exposed soils were not protected with adequate erosion or sediment controls. Storm water was sheet flowing from the parking lot across the exposed soils. As the water flowed, it picked up sediment and ultimately discharged the sediment to Loma Alta Creek (Photos 27, 28, 29, and 30).
- 6. **Coast Highway Station** – This station continues to have large areas of unstabilized soils first noted in the November 30, 2007 inspection. Near South Coast Highway, north of the tracks, a storm drain inlet receives storm water from a large area of unprotected soils. The inlet had minimal gravel bag protections and had clearly been overtopped resulting in a sediment discharge (Photo 32). The opposite side of the storm drain inlet also had a sediment discharge due to storm water flowing across unprotected sediment and discharging to the storm drain (Photo 33). The station has two intersection tracks to go north and south along the Coaster track. Between these tracks, south of the station, slopes did not have adequate erosion or sediment controls resulting in large erosion gullies exposing underground utilities (Photos 34, 35, 36, and 37). In addition, erosion in this area was compromising the integrity of a light pole and the asphalt driveway to a business (No photo).

In summary, the inspection showed continuous repeat violations of inadequate erosion controls, sediment controls and waste management that have been ongoing at least since October of last year. In addition, the site had numerous unregulated discharges of sediment in violation of the permit.

III. SIGNATURE SECTION

Ben Neill  January 7, 2008
 STAFF INSPECTOR SIGNATURE INSPECTION DATE

IV. (For internal use only)

Reviewed by Supervisor: 	Date: <u>1/14/08</u>
cc: Jeremy Johnstone (EPA), John Norton (SWRCB), City _____	Storm Drain Enforcer
Inter-office Referral: 1) _____ 2) _____ 3) _____ 4) _____ 5) _____	

RRMSGX

Current VersionPrevious Version: 1 2 3 4 5**MISCELLANEOUS HYDROLOGIC DATA**

SGUS46 KSGX 072258 AAA
RRMSGX

RAINFALL STORM TOTAL SUMMARY...UPDATED
NATIONAL WEATHER SERVICE SAN DIEGO CA
256 PM PST MON JAN 7 2008

PRELIMINARY RAINFALL TOTALS FOR THE PERIOD
BEGINNING: 12 PM PST FRI JAN 4 2008
ENDING: 10 AM PST MON JAN 7 2008

CAZ043-081200-
SAN DIEGO COUNTY COASTAL AREAS-
1130 AM PST MON JAN 7 2008

LAS FLORES CANYON.....	2.99
SAN MARCOS LANDFILL.....	2.76
KEARNY MESA.....	2.64
OCEANSIDE AIRPORT.....	2.74
MONTGOMERY FIELD.....	2.15
SAN YSIDRO.....	2.04
ENCINITAS.....	1.85
FASHION VALLEY.....	1.93
CARLSBAD AIRPORT.....	1.95
LINDBERGH FIELD.....	1.61
BROWN FIELD.....	1.53

CAZ050-081200-
SAN DIEGO COUNTY VALLEYS-
1130 AM PST MON JAN 7 2008

VIEJAS MTN.....	4.73
ALPINE RAWES.....	4.37
SD COUNTRY ESTATES.....	3.98
MT. WOODSON.....	3.90
POTRERO RAWES.....	3.83
LAKE WOHLFORD.....	3.61
HARBISON CANYON.....	3.42
DEER SPRINGS / ESCONDIDO..	3.35
SANDIA CREEK ROAD.....	3.15
FALLBROOK.....	2.80
RAMONA AIRPORT.....	2.54
RANCHO BERNARDO.....	2.30
SANTEE FS.....	2.22



All photos taken by Ben Neill, Water Resource Control Engineer.

1. Runon from offsite coming through the Mar Vista Storage Yard was conveyed through a plastic lined channel. Turbid sheet flow from the yard was entering the plastic lined channel. Photo looking North.

Photos 1 through 12 were taken at the Mar Vista Storage Yard in the City of Vista.

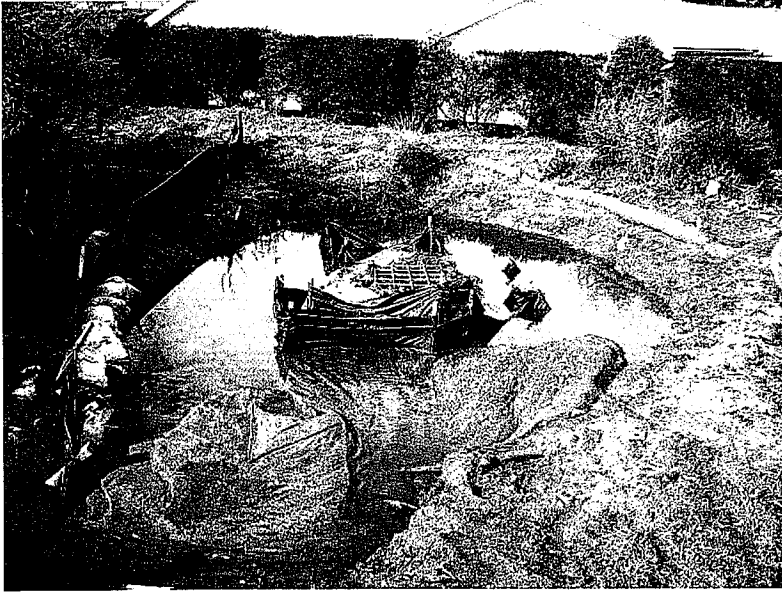


2. The plastic lined channel was full of sediment from the construction yard. Photo looking West.

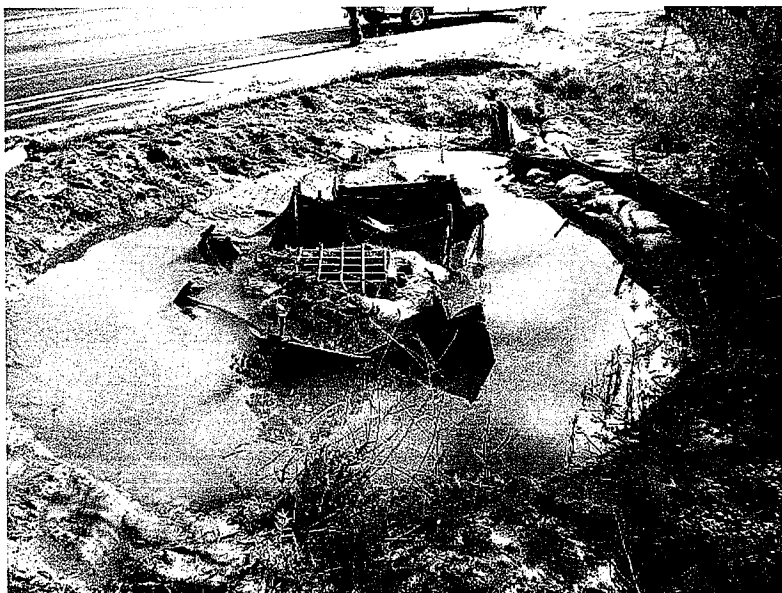


3. The plastic lined channel drained to this inlet highlighted by the arrow. Silt fence has failed and mud fans out around the inlet. Photo looking West.

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4. Another view of the storm drain inlet in photo 3 and the fan of mud. Photo looking West.



5. Another view of the storm drain inlet in photos 3 and 4. Turbid water was discharging into the storm drain inlet. The wire rack on top was choked with debris. Photo looking East.



6. The plastic lined channel begins at this point receiving storm water flowing beneath the stockpile of concrete railroad ties. Photo shows channel erosion occurred beneath the railroad ties. Photo looking South.

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7. An example of the muddy sheet flow of storm water flowing across the construction storage yard and then entering the plastic lined channel in photo 1. The yard had no erosion or sediment controls to stabilize the soil and prevent sediment transport. Photo looking East.



8. Construction trash left out at the yard without cover or containment to prevent contact with storm water. Photo looking North.



9. Second inlet within Mar Vista Storage Yard. Water did not appear to flow into this inlet but rather pooled here and then flowed across the construction yard to the inlet in photos 3, 4, and 5. Photo looks North.

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10. Erosion gullies are on the slope. The slope did not have sediment or erosion controls. Photo looks South west.



11. Another slope with erosion gullies has no erosion controls. Concentrated storm water runoff from the culvert flows through the construction yard. Photo looks South.



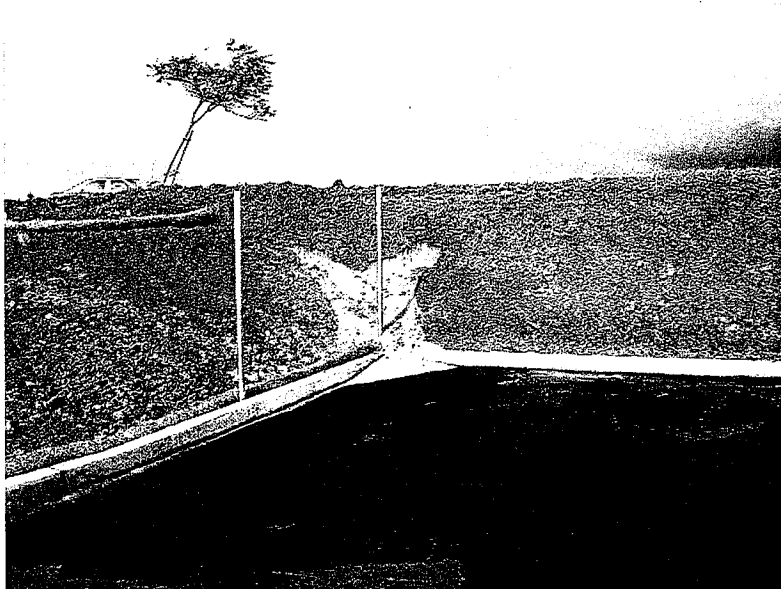
12. Runoff from the culvert in photo 11 flows through the bare dirt in the construction yard to the plastic lined channel in photo 1. Photo looks West.

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13. This photo was taken at the Escondido Avenue Station in the City of Vista. Silt fence has failed around this inlet at the north east corner of the station. Sediment and off color water was observed in the storm drain culvert. Photo looking east.



Photos 14 through 23 were taken at the Melrose station in Oceanside.

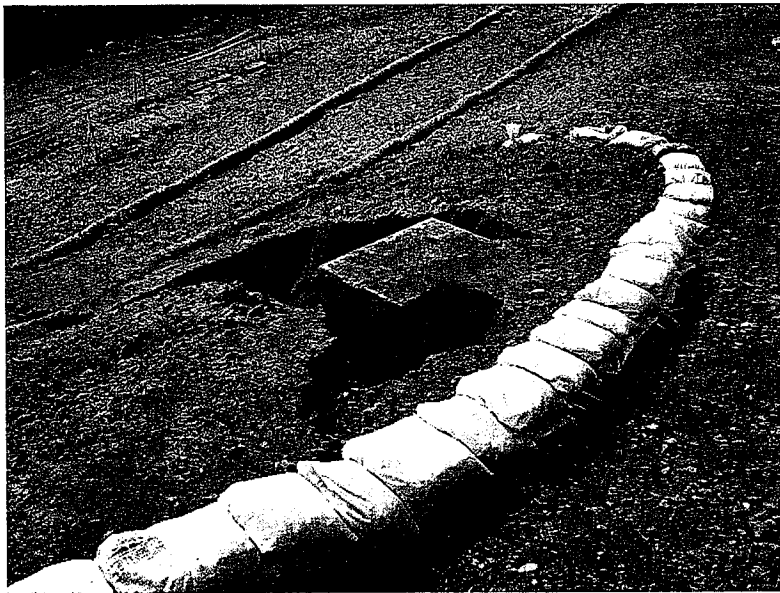
14. A slope failed at the north west corner of the parking lot. Fiber roll does not continue behind the curb. Photo looks north.



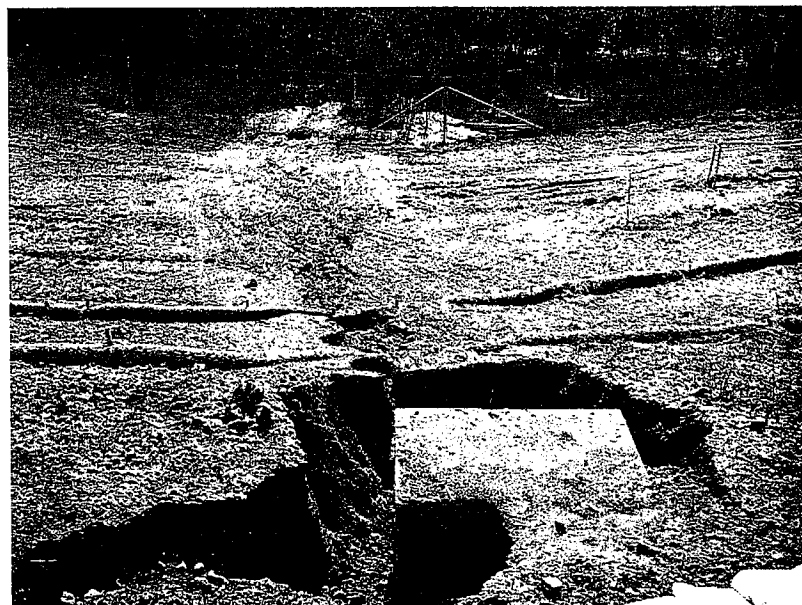
15. The slope has eroded due to concentrated runoff flowing down the slope at the south west corner of the parking lot. Photo looking west.



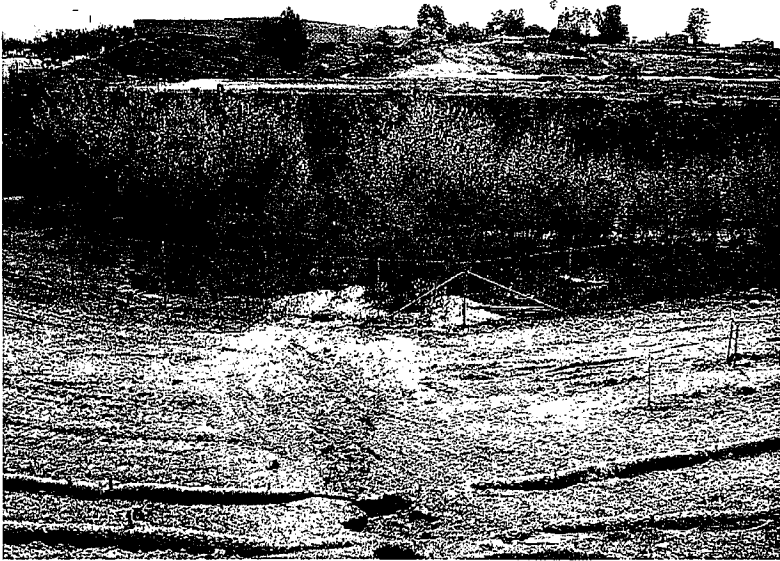
16. Mud from the erosion in photo 15 has entered the storm drain channel. Photo looking south west.



17. Gully erosion on a slope south of the train tracks next to Loma Alta Creek. Photo looking south west.



18. Another view of the gully in photo 17 shows the large fan of sediment entering Loma Alta Creek.



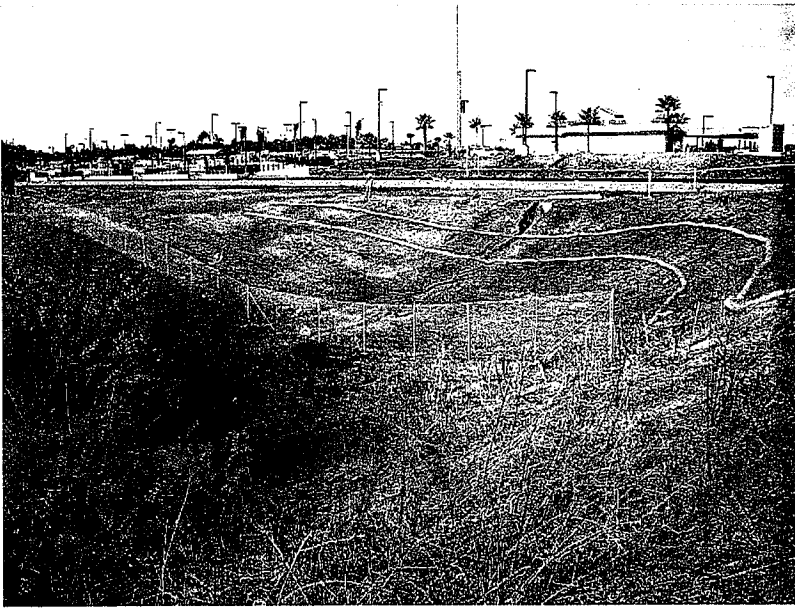
19. Another view of the fan of sediment entering Loma Alta Creek. Photo looking South.



20. A side view of the gully erosion in photo 17. The erosion was caused by concentrated storm water runoff flowing down the slope. Photo looking West.



21. A side view of the sediment plume entering Loma Alta Creek in photo 18. Photo looks south west.



22. A view of the erosion gully from a distance and the sediment plume at the bottom of the slope entering Loma Alta Creek. Photo looking North.



23. A storm drain outfall farther west from the gully in photo 17. This outfall shows evidence of sediment discharged from the Melrose Station to Loma Alta Creek. Photo looking South.

Photos 24 through 30 were taken at the Crouch Street station in Oceanside.



24. A storm drain inlet has inadequate protections. The soil and slope around the inlet did not have erosion controls or soil stabilization. Photo looking North.



25. Photo shows the unstabilized soils surrounding the inlet in photo 24. Photo looking East.



26. Loma Alta Creek has eroded away on the north bank threatening the tracks. A sediment discharge occurred. Workers were moving the tracks away from the eroded embankment. Photo looks Northwest.



27. Sediment flows between the fiber roll and the silt fence were not held back. Silt fence is not properly implemented. Photo looking east.

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28. Storm water sheet flowing across unstabilized soils without any sediment controls. This area is south west of the parking lot. Photo looking east.



29. The sheet flow in photo 28 flows toward Loma Alta Creek. Photo looking North.



30. The sheet flow in photo 27 carries sediment and overwhelms the improperly implemented and maintained fiber rolls and silt fencing. Sediment discharged to Loma Alta Creek. Photo looking North.

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Photos 31 through 37 were taken at the Coast Highway Station in Oceanside.

31. Exposed soils with no erosion or sediment control lead to a storm drain inlet. This was located north of the tracks next to South Coast Highway. Photo looks East.



32. A closer view of the inlet in photo 31 shows that storm water flows had previously overtopped the gravel bags resulting in a discharge of sediment. Photo looks North east.



33. Another view of the inlet in photo 31 shows the opposite side of the inlet. The slope has erosion gullies. Sediment has overtopped the gravel bags resulting in a sediment discharge. Photo looks North west.

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34. Slopes are without sediment or erosion controls. This area is south west of the parking lot. The slope is north of the track going southwest to intersect the Coaster track. Photo looking West.



35. Slope with significant erosion has exposed the underground utilities.



36. The area between the tracks has some chevrons of gravel bags implemented. Photo looks east.

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37. Significant erosion on a slope with no erosion controls. Although the ground was muddy in this area, the top fiber roll was completely dry suggesting it's implementation following the rainstorms. Not shown, the erosion had undermined a light pole and a portion of the driveway. Photo looking west.