

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

FACILITY INSPECTION REPORT

Attachment # 9

INSPECTION DATE: January 22, 2008 TIME: 9 am WDID: 9 37C322900

FACILITY REPRESENTATIVE(S) PRESENT DURING INSPECTION: Rick Felkins, (West Coast Rail Contractors), Derek Reed, Dudek & Associates, Jodie Leothecue, Boyle Engineering

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 x254
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 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.
ACL No. R9-2007-0219 was adopted on December 12, 2007 imposing a \$160,000 penalty for discharge violations, BMP violations and reporting violations.

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Cleanup and Abatement Order No. R9-2007-0226 (CAO) was issued on December 31, 2007. The CAO requires the District to implement measures to comply immediately, and report to the Regional Board when compliance is achieved. The CAO also requires a prioritized schedule to achieve compliance, and the submittal of status reports on measures taken to comply with that schedule.

II. FINDINGS

On January 22, 2008, Ben Neill, Peter Peuron and Jeremy Haas of the Regional Board inspected the North County Transit District's (NCTD) construction of the Sprinter Rail. The following sites were visited.

1. Nordahl Road Station, Escondido
2. Barham Drive, near Shelley Drive, San Marcos
3. Barham Drive, east of Cal State San Marcos Station, San Marcos
4. Palomar Station, San Marcos
5. Mar Vista Drive storage yard, Vista
6. Melrose Station, Oceanside
7. Crouch Street Station, Oceanside
8. Coast Highway Station, Oceanside
9. Wisconsin Street crossing, Oceanside

About 0.08 inches of rain had fallen during the previous day in Escondido, while Oceanside and Vista had received only a trace amount of rainfall on January 21st. Of these three weather stations, only the Escondido station managed to obtain data for January 22nd. A total of 0.17 inches fell in Escondido on this date. However, during the inspection, we did not observe either rainfall or runoff.

1. Nordahl Road Station in Escondido - This station is located at the intersection of Barham Drive and Mission Avenue. Photo 1 shows a drain inlet which historically has not been adequately protected. Inlet protection has improved at this location. Outside this inlet, there is a shallow channel that directs flow toward the inlet. Gravel bags placed across this channel act as check dams to trap sediment. Photo 2 shows an area between gravel bags where concrete washout was improperly dumped. On the west side of Nordahl Station, the street was stained with sediment in an area where previous inspections noted turbid discharges. Fiber rolls placed along the site boundary have not prevented these discharges (Photo 3).

2. Near the intersection of Barham Drive and Shelly Drive in San Marcos - This is a location near a stretch of tracks that run along Barham Drive. Prior inspections have identified inadequate protection of the storm drain inlet at this location. The lack of adequate protection has resulted in discharges of sediment to the MS4 (noted during an inspection on December 19, 2007). The protection still appears to be lacking (Photo 4). Photo 5 shows an earthen channel running along the tracks that lacks stabilization. The large expanse of unstabilized soil found in past inspections (e.g., on November 30, 2007, December 7, 2007 and December 19, 2007) persists at this location (Photo 6).

3. Barham Drive, east of Cal State San Marcos Station in San Marcos - This is the same stretch of railroad tracks running along Barham Drive between Cal State Marcos Station and Nordahl Road Station, but further to the east. The property has been used by NCTD as a storage yard. The yard continues to lack stabilization as observed during prior inspections (Photo 7). Inlet protection is in need of maintenance (as it was during the inspections on December 7, 2007 and December 19, 2007).

4. Palomar Station in San Marcos - This station is located across the street from Palomar College. Inlet protection in the parking area appeared to be functioning adequately but was in need of maintenance (Photo 8). Photo 9 shows a bioretention cell that is being constructed next to the parking lot. A concrete washout pit (Photo 10) was in need of maintenance. There was significant tracking of sediment around the parking lot, as shown in Photo 11. Another inlet (Photo 12) required maintenance. Dilapidated gravel bags at another inlet (Photo 13) require maintenance. More gravel bags should be employed at this inlet as well. An earthen channel next to the station continues to lack erosion controls (Photos 14 and 15).

5. Mar Vista storage yard in Vista - This site is a storage yard located adjacent to the tracks at Mar Vista Drive. Two outfalls on the south boundary of the site direct storm water from off-site sources onto the yard. Past inspections have noted significant sediment discharges into the storm drain inlet located at the southwest corner of this site. Photos 16 and 17 show a sediment detention basin that has been constructed here. There is still some question as to what size storm the basin will accommodate (i.e. whether the basin has been designed to accommodate a 10-year, six-hour storm as required by the Construction Permit). Photo 18 shows a channel that leads to the detention basin. The channel conducts runoff from the westernmost outfall that enters the property along the south boundary. Previously, this channel had not been lined. Photo 19 shows another inlet located

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further to the east. The other outfall that enters the property at the south boundary is shown in Photo 20. There is a need for erosion controls in the unprotected channel below this outfall.

6. Melrose Station in Oceanside. This station is on the southwest corner of Melrose Drive and Oceanside Boulevard next to a convenience store. The headwaters to Loma Alta Creek flow adjacent to the south side of the tracks. Photo 21 shows a plastic tarp that has been placed over a gully that formed around a utility box (identified during an inspection on January 7, 2008). In this photo, sediment is shown below the plastic extending into the riparian area. Photo 22 shows an inlet which is not adequately protected because the filter fabric has been pulled up behind the inlet.

7. Crouch Street Station in Oceanside. Photos 23 and 24 show a channel which lacks stabilization on one side. A fiber roll on top of the south bank of Loma Alta Creek which had been allowing rills to form under it during prior rainfall events still has not been staked in. The fiber roll is shown in Photo 25. The area around the fiber roll has been sprayed with a stabilizer.

8. Coast Highway Station in Oceanside. This station is located southwest of the intersection of Coast Highway and Godfrey Street. BMP improvements in the area south of the station include plastic sheeting on slopes, additional fiber rolls and more gravel bag check dams (Photo 26). Photos 27 and 28 show inlets with substantially improved protection since the last inspection. Another earthen channel has been stabilized on one side only (Photo 29). There was severe erosion of soil surrounding a light pole near a rail crossing (Photo 30). An area south of the station continues to lack erosion controls (Photo 31). Further to the north, a channel continues to lack erosion controls (Photo 32). Photo 33 shows a slope that is only partly covered by plastic (as an erosion control).

9. Wisconsin Street crossing - This is a track area located between the Coast Highway Station and the Oceanside Transit Center, to the north. Another earthen channel (shown in Photos 34 and 35) has been stabilized on only one bank. The channel leads to an inlet with inadequate protection in an area with no erosion controls (Photo 36). Across the street from this area, erosion controls were again implemented, but again, only on one side (the side away from the tracks as usual) of the channel (Photo 37).

In general, inlet protection has been significantly improved in numerous locations. But, there were still many areas where either no erosion controls or only partial erosion controls have been implemented. Due to time limitations, not all previous sites and/or violations were inspected.

III. SIGNATURE SECTION

Peter Peuron
STAFF INSPECTOR

Peter Peuron
SIGNATURE

January 22, 2008
INSPECTION DATE

IV. (For internal use only)

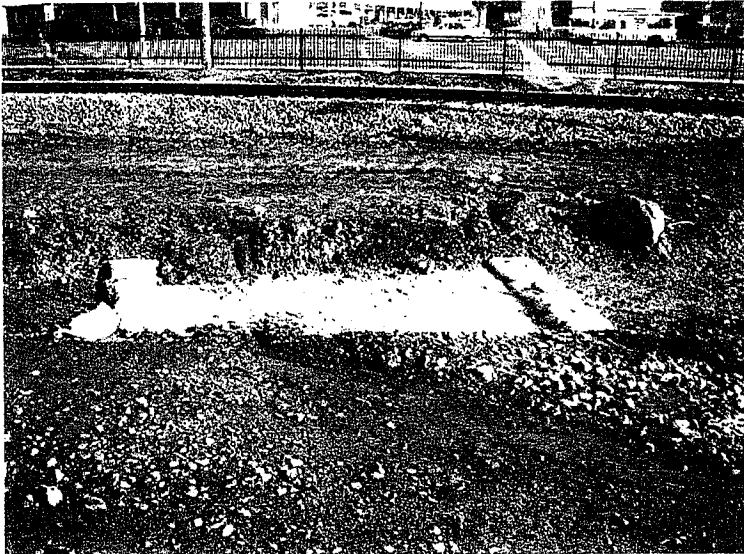
Reviewed by Supervisor: _____	Date: <u>2/1/08</u>
cc: Jeremy Johnstone (EPA), John Norton (SWRCB), City _____	Storm Drain Enforcer
Inter-office Referral: 1) _____ 2) _____ 3) _____ 4) _____ 5) _____	



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

Photos 1 through 3 were taken at
the Nordahl Road Station.

1. Improved inlet protection.



2. Sandbag checkdams outside of
inlet shown in Photo 1. White
material is concrete washout.



3. Area on west side of Nordahl
Road Station where pavement is
stained by sediment.

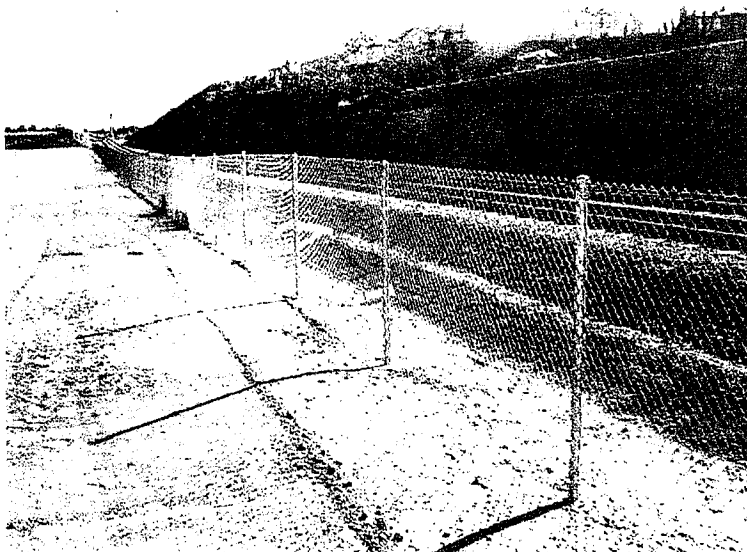
NCTD Sprinter Rail

1 22 08



Photos 4 through 6 were taken at near the intersection of Barham Drive and Shelly Drive.

4. Inlet protection does not appear to have failed, however gravel bags show some overtopping. Protection is not likely to be adequate for a larger storm.



5. Channel next to tracks is unstabilized although gravel bag sediment controls have been placed in channel.



6. Field north of tracks previously used to store equipment continues to lack erosion controls.

NCTD Sprinter Rail

1 22 08



Photo 7 was taken at the former storage yard on Barham Drive.

7. Continued lack of erosion controls in field previously used to store equipment.

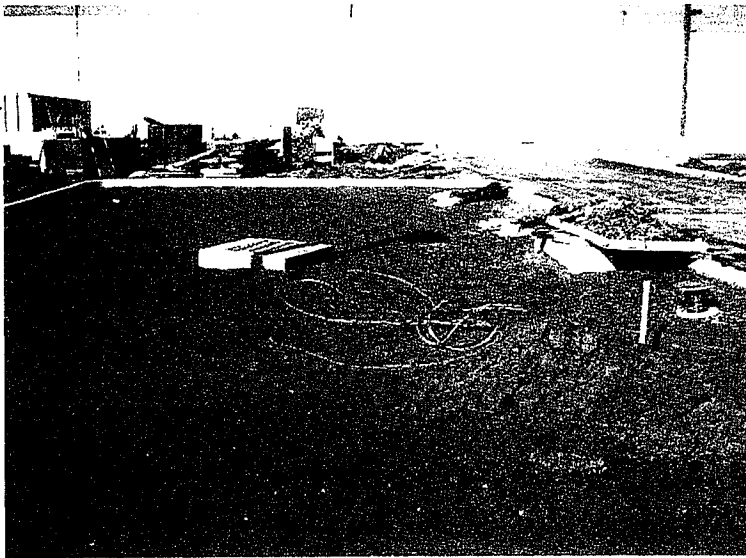


Photos 8 through 15 were taken at Palomar Station.

8. Inlet needs maintenance.

NCTD Sprinter Rail

1 22 08



9. Bioretention cell being constructed in parking area.



10. Concrete washout needs maintenance.



11. Sediment tracking in parking lot.

NCTD Sprinter Rail

1 22 08



12. Inlet needs more gravel bags and maintenance.



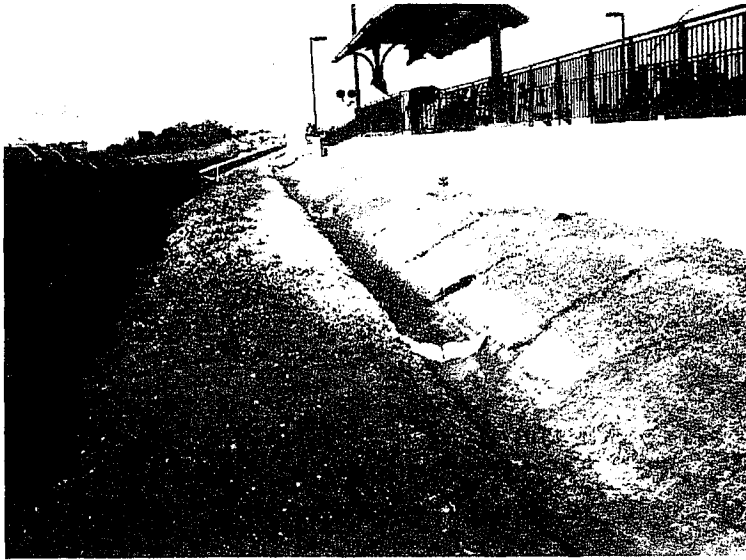
13. Gravel bags around inlet are not properly maintained.



14. Earthen channel lacks erosion controls.

NCTD Sprinter Rail

1 22 08



15. Another view of channel that lacks erosion controls.

Photos 16 through 20 were taken at the Mar Vista storage yard.



16. Area of the northwest storm drain inlet has been dug out to create a sediment detention basin.



17. Another view of the detention basin.

NCTD Sprinter Rail

1 22 08



18. Earthen channel leading from outfall at the south property boundary to the detention basin.



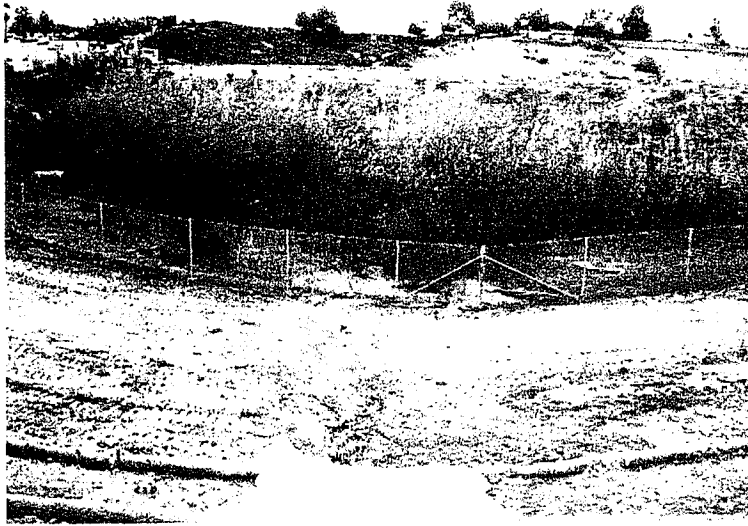
19. Storm drain inlet east of the inlet shown in Photo 16 appears to be adequately protected.



20. Outfall on south side of property leads to a channel that lacks erosion controls.

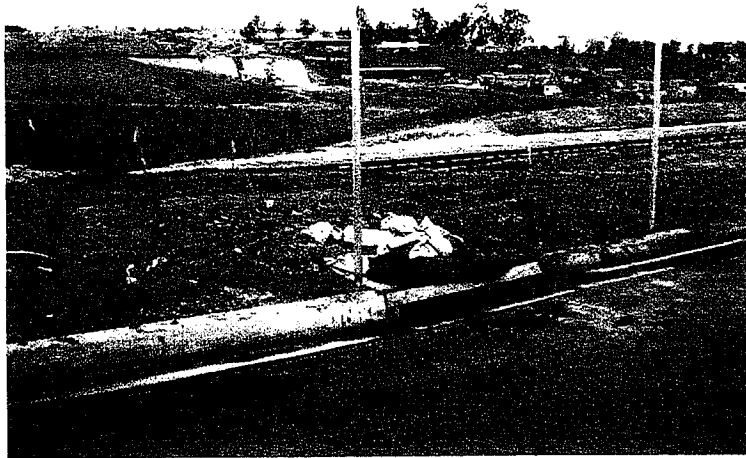
NCTD Sprinter Rail

1 22 08



Photos 21 and 22 were taken at Melrose Station.

21. Plastic sheet covers recently formed gully. Residual sediment below the sheet leads to Loma Alta Creek.



22. Inlet protection has been pulled up leaving the inlet unprotected.



Photos 23 through 25 were taken at the Crouch Street Station.

23. Incomplete stabilization along an earthen channel.

NCTD Sprinter Rail

1 22 08



24. Another view of the unstabilized slope and channel shown in Photo 23.



25. Fiber rolls still not trenched in. Previously, water has formed rills below untrenched fiber rolls.

Photos 26 through 36 were taken at the Coast Highway Station.



26. Improvements in this area include use of plastic sheeting, more fiber rolls and additional gravel bags.

NCTD Sprinter Rail

1 22 08



27. Inlet protection has improved at this location.



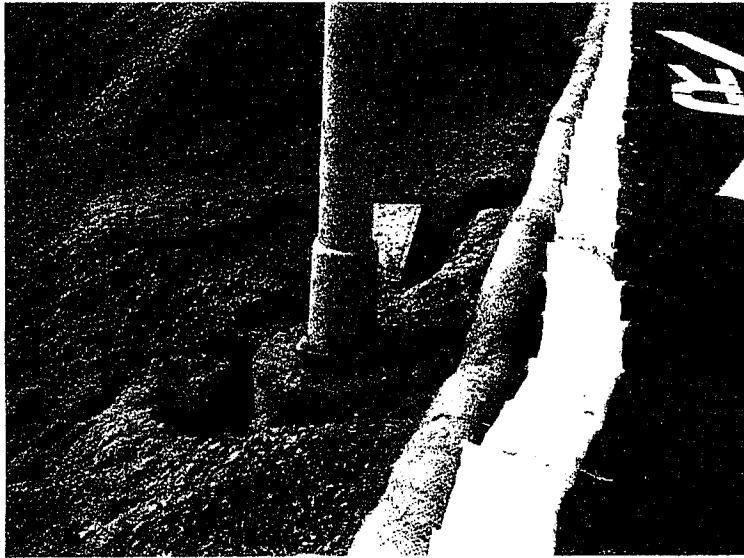
28. Another inlet with improved protection.



29. Lack of stabilization on one side of channel leading to storm drain.

NCTD Sprinter Rail

1 22 08



30. Gully undermining a light pole.



31. Exposed soil in front of inlet lacks erosion controls.



32. Inlet protection has been upgraded but channel still lacks erosion controls.

NCTD Sprinter Rail

1 22 08



33. Slope is only partially covered with plastic.

Photos 34 through 37 were taken at the Wisconsin Street crossing.



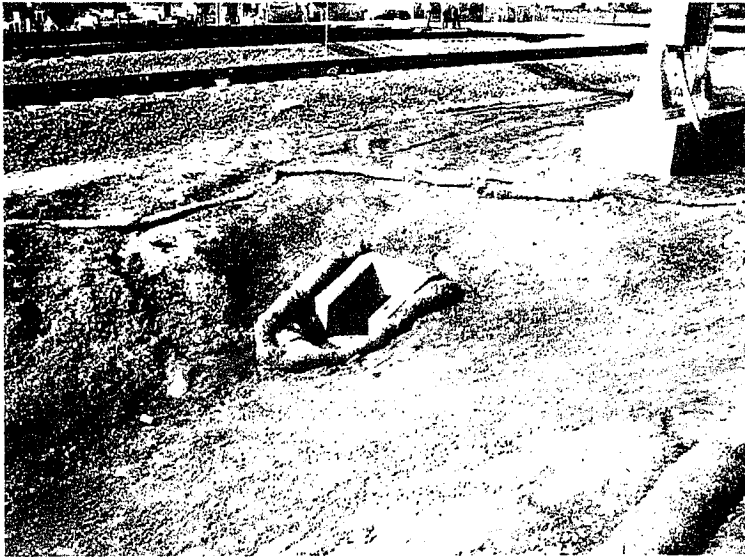
34. Partial stabilization on one side of the channel.



35. Another view of the channel in Photo 37 which lacks adequate stabilization.

NCTD Sprinter Rail

1 22 08



36. Inadequate inlet protection and no erosion controls.



37. Only one side o this channel is stabilized. Channel leads to inlet shown in Photo 39.

NCTD Sprinter Rail

1 22 08