

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

FACILITY INSPECTION REPORT

Attachment #10

INSPECTION DATE: January 25, 2008 TIME: 1:00 pm WDID: 9 37C322900

FACILITY REPRESENTATIVE(S) PRESENT DURING INSPECTION: None

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 X "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 X 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.
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

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FACILITY: North County Transit District Sprinter Rail (WDID) 9 37C322900 INSPECTION DATE: 1/25/08

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 25, 2008, Ben Neill and Peter Peuron of the Regional Board inspected the North County Transit District's (NCTD) construction of the Sprinter Rail. The following sites were visited.

1. Crouch Street Station in Oceanside.
2. Temple Heights crossing in Oceanside.
3. Melrose Station in Oceanside.
4. York Drive-Santa Fe Drive crossing in Vista.

Yesterday (on January 24th) rainfall amounts recorded at weather stations located at Oceanside Harbor, Vista and Escondido were 0.30 inches, 0.49 inches, and 0.54 inches, respectively. However, it was not raining during our inspection and there were no apparent flows either.

1. Crouch Street Station in Oceanside - This station is located near the intersection of Crouch Street and Oceanside Boulevard. Exposed dirt behind curbs lacked adequate sediment controls and inlet protection nearby was also lacking (Photos 1 and 2). There was significant trash near the inlet as well. These same conditions had been observed during prior inspections (e.g., inspection of November 27, 2007).



2. Railway crossing at Temple Heights Drive in Oceanside - This is a location where the Sprinter Rail tracks cross Temple Heights Drive about a quarter of a mile southeast of Oceanside Boulevard. Bonded fiber matrix (BFM) had been applied to slopes, but as shown in photos 3, 4 and 6, soil has eroded away after the application of the BFM. The discoloration of the eroded areas (indicating exposed soil and lack of BFM) shows that the erosion occurred after the BFM was applied. It is advisable to provide immediate, permanent stabilization on such slopes. Photo 5 shows a significant accumulation of sediment and gravel in the concrete-lined ditch that runs parallel to the track.

3. 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. Station construction appears to be nearly complete with the exception of landscape installation. A storm drain inlet at this location lacked adequate protection (Photo 7). A gap in the gravel bags will allow sediment-laden flows to directly enter the inlet.


4. York Drive-Santa Fe Drive crossing in Vista - This is a location where the tracks cross Santa Fe Drive near the intersection of Santa Fe Drive and York Drive. Once again, slopes had been treated with BFM, but rills (Photo 8) and slumped sections of soil (Photo 9) show that the application was ineffective. Again, immediate, long-term stabilization is advisable. Photo 10 shows an earthen channel running along the tracks which lacks any stabilization. Sediment accumulations are shown in a concrete ditch running along the channel in Photos 11 and 12. Photo 11 also shows a fiber roll that is in need of maintenance.

Only a few locations were inspected on this date due to time limitations. Both sediment controls and erosion controls were lacking or inadequate. The inspections at the two track crossings (locations 2 and 4) raise significant concerns over the degree to which there is a lack of adequate erosion controls along slopes and channels that run alongside the tracks because of the potentially large area over which these problems may be occurring.

III. SIGNATURE SECTION

Ben Neill		January 25, 2008
STAFF INSPECTOR	SIGNATURE	INSPECTION DATE
Peter Peuron		January 25, 2008
STAFF INSPECTOR	SIGNATURE	INSPECTION DATE

IV. (For internal use only)

Reviewed by Supervisor: 	Date: <u>2/7/08</u>
cc: Jeremy Johnstone (EPA), John Norton (SWRCB), <u>City</u> Storm Drain Enforcer	
Inter-office Referral: 1) _____ 2) _____ 3) _____ 4) _____ 5) _____	



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

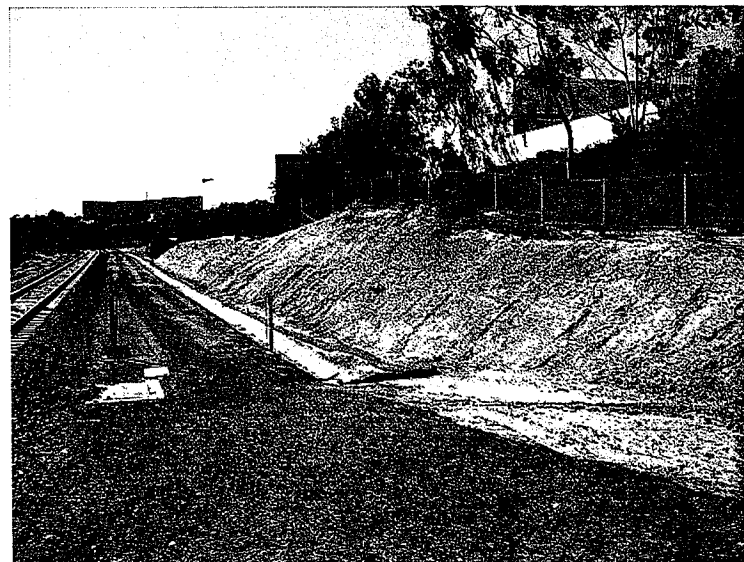
Photos 1 and 3 were taken at the
Crouch Street Station.

1. Sediment encroaching into a
parking lot north of the Crouch
Street Station.



2. Trash and sediment outside of
storm drain inlet. Close-up of area
shown in foreground of Photo 1.

Photos 3 through 6 were taken at
the Temple Heights crossing.



3. Steep slopes exhibit significant
erosion in the form of rills, despite
bonded fiber matrix (BFM)
application.

NCTD Sprinter Rail

1 25 08



4. Another view of eroded areas where BFM had been applied. The lighter color of the eroded sections indicate that BFM failed to prevent erosion.



5. Concrete-lined ditch is nearly filled with sediment near a culvert. Worn out gravel bags have been overwhelmed.



6. Slumped off soil at the bottom of the slope is evidenced by discoloration. BFM did not hold.

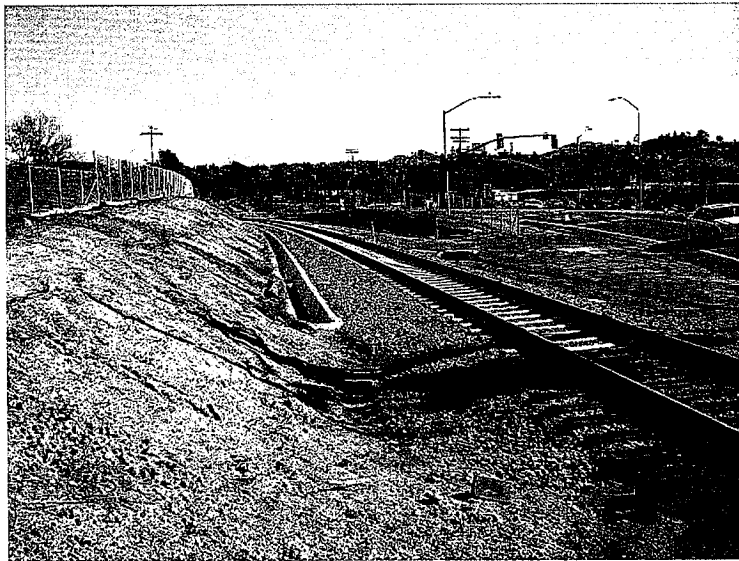
NCTD Sprinter Rail

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Photo 7 was taken at the Melrose Station.

7. Gravel bags do not completely surround the drain inlet. Insufficient protection.



Photos 8 through 12 were taken at the York-Santa Fe crossing.

8. Rills have formed on slopes, again despite BMP application.



9. Again, slumped off soil at the bottom of the slope is evidenced by discoloration. BMP did not hold.

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10. Earthen channel lacks stabilization.



11. Sediment accumulation and fiber roll in need of maintenance.



12. Concrete-lined ditch leading to culvert inlet shown in Photo 11. More accumulated sediment.

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