

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

FACILITY INSPECTION REPORT

Attachment # 7

INSPECTION DATE: December 28, 2007 TIME: Noon WDID: 937C322900

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
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.

FACILITY: Sprinter Rail(WDID) 9 37C322900INSPECTION DATE: 12/28/07

II. FINDINGS

On December 28, 2007, Ben Neill, Water Resource Control Engineer, Chris Means, Environmental Scientist, Chad Loflen, Environmental Scientist, and Ben James, Student Intern, conducted an inspection of the Sprinter Rail project. The Regional Board received an invitation to attend the Sprinter Rail's grand opening and to ride the train from Oceanside to Escondido and back. The Regional Board accepted the invitation and took the opportunity to observe portions of the track that are otherwise difficult to access due to safety concerns. The weather was clear and sunny.

The train ride started in Oceanside, CA. Prior to boarding the train at the Oceanside Transit Center, we inspected the surrounding area. The storm water conveyance ditches continue to be inadequately stabilized dating back to the November 30, 2007 inspection (Photos 1, 2, 4, and 5). Erosion was present on the banks of these ditches. The storm drain inlet did not have adequate sediment controls (Photo 3). A close examination of the erosion control application appeared to be light (Photo 6).

We then boarded the train to go to Escondido. On the train ride, we were unable to take photographs due to the train's movement. The following observations were noted on the north side of the tracks:

- Storm drain channel between Oceanside Transit Center and Coast Highway Station is unstabilized and showing significant erosion.
- West of El Camino Real, some erosion was on the maintenance road adjacent to the tracks.
- An inlet northeast of College station needed additional sediment controls.
- East of Melrose station, slopes were without erosion control.
- West of Buena Vista Creek to Mar Vista Drive, some slopes have failed and one area is in need of erosion controls.
- Northeast of Buena Vista Creek, a slope with jute netting is missing a middle section.
- Former storage lot at Shelley Circle continues to be unstabilized dating back to the inspection on February 20, 2007.
- A dirt storm drain channel east of Nordahl needs to be stabilized.

After arriving at the Escondido Transit Center, we inspected the station. Storm drain inlets were protected with gravel bags (Photos 7, 8, 9). Near one of the storm drain inlets, a hole appears to drain storm water bypassing the inlet (Photo 9 and 10). At the west end of the station is a large bare dirt lot. Currently some large sections of concrete pipe are stored here on their end. Inside one of these large concrete pipe sections, paint and other construction materials was stored without proper containment or cover to prevent storm water contact (Photo 11). South of the tracks near the bridge crossing Escondido Creek, silt fence was in disrepair and needed maintenance (Photo 12). This was previously noted on the December 7, 2007 inspection.

We boarded the train again and headed back to the Oceanside Transit Center. The following observations were observed on the south side of the tracks:

- West of the Escondido Transit Center, after the freeway crossing, a business had downspouts directed to the dirt conveyance channel. These downspouts had rock placed to prevent erosion along the channel.
- West of Nordahl Station and the feed mix silo, a dirt channel needed stabilization.
- Farther west than feed mix silo and after the overpass, a dirt channel has erosion along the sides.
- East of Palomar station and near a high school, a dirt channel is not stabilized.
- Grass is beginning to grow on some slopes east of Palomar station.
- East of Buena Creek, a dirt channel has significant trash presumably dumped from neighboring residents of Mill Creek apartments.
- West of Mar Vista Storage Yard, slopes had significant erosion.
- Near El Camino Real, a silt fence appeared to be in the channel for Loma Alta Creek. A dirt channel west of the station was not stabilized.
- Near Skylark Terrace apartments East of Crouch Street, silt fence needed repair. A dirt channel was not stabilized.

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III. SIGNATURE SECTION

Ben Neill
STAFF INSPECTOR

[Signature]
SIGNATURE

12/28/07
INSPECTION DATE

IV. (For internal use only)

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

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CIWQS



All photos taken by Ben Neill.

1. Photo shows unstabilized dirt channel and erosion gullies are along the slopes.

Photos 1 through 6 were taken at the Wisconsin Street Crossing in Oceanside.



2. Erosion gullies are on the bank slopes. The channel has not been stabilized.



3. Storm drain inlet south of Wisconsin Street shows trash, inadequate inlet protection and unstabilized soils.

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4. An erosion gully is present on the bank of the unstabilized channel.



5. A long expanse of the channel is unstabilized.



6. Although some erosion control was applied, it was a light application whose effectiveness is questionable.



7. Storm drain inlet is protected.

Photos 7 through 12 are from the Escondido Transit Center in Escondido.



8. Another inlet has been protected. Previously a hole was present in the soil near the inlet that has since been fixed.



9. Another inlet that has been protected. This inlet does have a hole in the soil near the inlet suggesting that storm water bypasses the inlet and drains through this hole.

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10. Photo shows a closer look at the hole near the storm drain inlet.



11. At the north west corner of the Escondido Transit Center, large concrete pipe sections were standing on end. Inside one of these pipe sections was stored paint and other construction materials without proper cover or containment to prevent contamination of potential storm water contact.



12. At the west end of the Escondido Avenue Center and south of the tracks near the bridge over Escondido Creek, an old silt fence has not been maintained and may become a potential trash pollutant in the nearby channel.

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