

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

FACILITY INSPECTION REPORT

INSPECTION DATE: December 7, 2007 TIME: 9 am WDID: 9 37C322900

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

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.

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II. FINDINGS

On December 7, 2007, Ben Neill and Peter Peuron of the Regional Board's Central Watershed Unit inspected the North County Transit District's (NCTD) construction of the Sprinter Rail. Also present during the inspection were Rick Filkins of FCI-Fluor and Derek Reed of Dudek and Associates (consultants for NCTD). The inspection observed construction activities along:

1. Escondido Transit Center, Escondido
2. Washington Avenue, Escondido
3. Nordahl Road Station, Escondido
4. Barham Drive, east of Cal State San Marcos Station, San Marcos
5. Barham Drive, near Shelley Drive, San Marcos
6. San Marcos Civic Center Station, San Marcos
7. Buena Creek Station, Unincorporated San Diego County
8. Mar Vista Drive storage yard, Vista
9. Vista Transit Center, Vista
10. Crouch Street Station, Oceanside
11. Coast Highway Station, Oceanside

Rain was falling as we drove to the first inspection site. The intensity of rain tailed off quickly with only light sporadic showers throughout the day. There were, therefore, generally little or no observable flows into storm drains.

1. Escondido Transit Center in Escondido - This station is located on Valley Parkway near Quince Street. The station is near completion, but landscaping has not been installed. Photo 1 shows gravel bags protecting a storm drain inlet in the parking area. Only light rain was falling at this time and the water level was near the top of the gravel bags. This is of concern because it appears that water could overflow the gravel bags during a heavy rainfall event. Another gravel bag-protected drain in the parking area is shown in Photo 2. Photo 3 shows a hole in the ground where it appears that water has been draining to. This is suggested by the lack of ponding of water in this area and the large rill leading to the hole. It appears to be possible that sediment-laden water could be bypassing sediment controls and reaching storm drains through this hole. A similar situation was found at another storm drain in the parking lot. Again, it appeared that water had been draining onto a hole and possibly entering the storm drain or storm drain backfill or both. Slopes along the side of the tracks lacked erosion and sediment controls (Photo 4). Another storm drain with gravel bag protection is shown in Photo 5. A silt fence near the railroad tracks was almost completely dilapidated. This area also lacked erosion controls (Photo 6).

2. Washington Avenue in Escondido - This is a stretch of tracks near the intersection of West Washington Street and Mission Road. Hydroseeding was completed in this area. Erosion and sediment controls were in place including hydraulic mulch, fiber rolls and gravel bags. No photos were taken at this location.

3. Nordahl Road Station in Escondido - This station is located at the intersection of Barham Drive and Mission Avenue. A drain that was under construction lacked inlet protection while bare soil that surrounded the drain was lacking erosion controls (Photo 7). Photo 8 shows a similar situation in which there is some inlet protection (rocks in front of the drain) but the protection is clearly inadequate. Photo 9 shows gravel bags that have been placed in front of a ponded area where a prior inspection had found the muddy pond to be bypassing the fiber rolls and flowing to the street. It is doubtful that the bags alone will be effective in preventing overflow during a rainfall event.

4. Barham Drive, east of Cal State San Marcos Station in San Marcos - This is a stretch of railroad tracks that run along Barham Drive between Cal State Marcos Station and Nordahl Road Station. Photo 10 shows a large field of exposed soil where storm water flows to a storm drain inlet that is protected by silt fence and gravel bags. Flows have been strong enough to knock down silt fences during past storm events, however, the inlet protection was holding up, so far, on this date. The field needs implementation of erosion controls as soon as possible. Further to the west of this area, fiber rolls were in need of maintenance. A section of fiber roll has been flattened to the elevation of the sidewalk (Photo 11).

5. Near the intersection of Barham Drive and Shelly Drive in San Marcos - This is a location near a stretch of tracks further to the west on Barham Drive. A large expanse of unstabilized soil was evident here. A storm drain inlet surrounded by soil continues to be inadequately protected (Photo 12).

6. San Marcos Civic Center Station in San Marcos - This station is located near the intersection of San Marcos Boulevard and Mission Road near the San Marcos City Hall. The station appears to be near completion but in need of landscape. Photo 13 shows an area where soil is exposed and in need of stabilization. Further from the station, a strip of soil on one side of the tracks lacked stabilization and another side had been stabilized with hydroseed, but

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sections were slumping or sloughing off (Photo 14). At a location on Mission Avenue stabilization was needed in an area close to a storm drain (Photo 15).

7. Buena Creek Station in San Diego County (Unincorporated) - This station is located at the intersection of Buena Creek Road and Santa Fe Avenue. Once again, station construction is near completion, but landscaping had not yet been installed. Photo 16 shows eroded soil near a drain inlet with dilapidated gravel bags. Stabilization is needed along with improved inlet protection.

8. Mar Vista storage yard in Vista - This site is a storage yard located adjacent to the tracks at Mar Vista Drive. An outfall directs storm water from an off-site source onto the yard. NCTD has constructed an earthen channel to convey this water to a storm drain on the northwest corner of the site. This drain also handles the runoff from the rest of the site. Highly turbid water has been observed entering this drain during prior inspections. Rainfall had subsided and there was no flow of water occurring here during this inspection. No erosion controls have been employed in the earthen channel (Photo 17).

9. Vista Transit Center in Vista - The Vista Transit Center is located near the corner of Vista Village Drive and Santa Fe Avenue. A drain alongside of Vista Village Drive did not have any inlet protection and the soil outside the drain had no erosion or sediment controls (Photo 18).

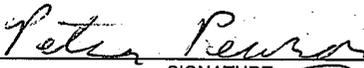
10. Crouch Street Station in Oceanside - This station is located near the intersection of Crouch Street and Oceanside Boulevard. Photo 19 shows a slope on the north side of the station where the lack of erosion and sediment controls has resulted in soil encroaching on the parking lot of an adjoining business establishment.

11. Coast Highway Station in Oceanside - This station is located southwest of the intersection of Coast Highway and Godfrey Street. Tracked sediment from a dirt field is shown in Photo 20. South of the station, there was an area of unstabilized soil where mud deposits have accumulated in front of a storm drain inlet (Photo 21). West of this area, a south-facing slope next to the tracks lacked erosion and sediment controls while the north-facing slope is in need of repair of eroded gullies (Photo 22). Another inlet closer to the station lacked adequate protection in an area where an earthen channel needs erosion controls, i.e., stabilization (Photo 23).

The lack of erosion controls, sediment controls, sediment tracking BMPs, trash storage BMPs, and soil stockpile BMPs are all violations that were previously noticed in NOV No. R9-2007-0050 on March 19, 2007, NOV No. R9-2007-0063 on April 3, 2007 and NOV R9-2007-0208 on October 15, 2007. The August 31, 2007 ACL was also assessed in part for these same BMP violations.

III. SIGNATURE SECTION

Peter Peuron
STAFF INSPECTOR



SIGNATURE

December 7, 2007
INSPECTION DATE

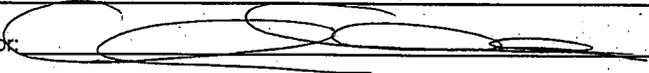
Ben Neill
STAFF INSPECTOR



SIGNATURE

December 7, 2007
INSPECTION DATE

IV. (For internal use only)

Reviewed by Supervisor: 	Date: 12/21/07
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.

1. Gravel bags holding back
sediment-laden water.

Photos 1 through 6 were taken at
the Escondido Transit Center.



2. Parking lot drain inlet protected
with gravel bags.



3. Rill leads to a hole in the
ground (below the port-a-potty)
where storm water appears to be
draining.

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4. Slope lacks both erosion and sediment controls.



5. Gravel bags surrounding inlet in parking lot.



6. Silt fence in disrepair.

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Photos 7 through 9 were taken at the Nordahl Road Station.



7. Drain still under construction, but inlet protection is needed and soil lacks erosion controls.



8. Rocks in front of storm drain inlet provide inadequate protection.



9. Gravel bags placed next to pond of turbid water to prevent overflow to the street.

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Photos 10 and 11 were taken along Barham Drive, east of the Cal State San Marcos Station.

10. Another area where soil is not stabilized.



11. Fiber roll at toe of slope flattened to about the level of the sidewalk.



Photo 12 was taken near the intersection of Barham Drive and Shelly Drive.

12. Large expanse of unstabilized soil surrounding a storm drain with inadequate inlet protection.

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Photos 13 through 15 were taken at the San Marcos Civic Center Station.

13. Soil lacks stabilization.



14. Slopes on left side of picture exhibit hydroseeded areas that have slumped or sloughed off of the slope. Bare soil on the right side of picture lacks adequate stabilization.



15. Gravel bags protecting inlet in an area that needs stabilization.

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Photo 16 was taken at the Buena Creek Station.

16. Lack of erosion control in area surrounding storm drain inlet.



Photo 17 was taken at the Mar Vista storage Yard.

17. Channel leading from outfall at wall lacks stabilization or any erosion controls.



Photo 18 was taken at the Vista Transit Center.

18. No inlet protection and soil lacks stabilization.

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Photo 19 was taken at the Crouch Street Station.

19. Lack of erosion control and inadequate sediment control on slope above a parking area. Soil is encroaching onto the parking lot.



Photos 20 through 23 were taken at the Coast Highway Station.

20. Sediment tracking on pavement with no tracking controls.



21. Soil near tracks lacks stabilization. Accumulated sediment is visible in front of the drain inlet.

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22. No erosion or sediment controls on south-facing slopes. North-facing slopes have been hydroseeded. Gullies formed prior to hydroseeding need repair.



23. Inadequate inlet protection. Earthen channel lacks erosion controls.