

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

FACILITY INSPECTION REPORT

Attachment # 1

INSPECTION DATE: October 5, 2007 TIME: 9 am 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.

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II. FINDINGS

On October 5, 2007, Ben Neill, Peter Peuron, and Lee Shenk of the Regional Board's Central Watershed Unit inspected the North County Transit District's (NCTD) construction of the Sprinter Rail. The inspection observed construction activities along:

1. Washington Avenue, Escondido
2. Nordahl Road Station and along Barham Drive, Escondido
3. Barham Drive, near Shelley Drive, San Marcos,
4. Palomar station, San Marcos
5. Mar Vista drive storage yard, Vista
6. Melrose Drive station, Oceanside
7. Rancho del Oro station, Oceanside and
8. College Blvd station, Oceanside.

The National Weather Service's website for the San Diego Region forecast a 20% chance of rainfall on the day of the inspection. Weather was gray and overcast with some light sprinkles in the morning. Later after noon, the skies were partly cloudy with no rainfall. No notice was given on the inspection and NCTD representatives were not present during the inspection.

1. Washington Avenue in Escondido - The Sprinter tracks are south of and parallel to Washington Avenue from Hale Avenue, going west under I-15 to Mission Road. A low drainage ditch runs along the north side of the tracks between Washington Avenue and the rail line. Marin landscaping was busy applying hydroseed for erosion control along this drainage ditch (Photo 1). At several locations, the drainage ditch has storm drain inlets that were not protected with sediment controls (Photos 2, 3, 4, 5, 9). The drainage ditch also had trash accumulated near the inlets (Photos 2, 4, 5). At the intersection of Washington Avenue and Mission Road, a large area of soil was exposed with no sediment control BMPs or soil stabilization (Photo 6). Along Washington Avenue, two storm drain inlets were observed with broken up gravel bags that have not been maintained (Photos 7, 8).

2. Nordahl Road Station and along Barham Drive in Escondido - This station construction is on the southwest corner of the intersection of Citracado Parkway and Mission Boulevard. The disturbed area is from Citracado Parkway extending west to Barham Drive. The tracks run along the south side of Mission Boulevard. The construction site entrance/exit to north Citracado Parkway was without best management practices (BMPs) such as gravel or shaker plates to prevent sediment tracking (Photo 10). A storm drain inlet south of the tracks and just west of Citracado Parkway had gravel bags that were broken and not maintained (Photo 11). Along the south side of the tracks, a silt fence was in disrepair in part and missing in some areas (Photos 12, 13, 14, 15). Construction material trash and debris was stored outside with no cover or containment south of the tracks (Photos 14, 15). Along the north side of the tracks next to Mission Boulevard, disturbed soil did not have sediment controls or soil stabilization (Photo 16). At Barham Drive, more construction trash and debris was stored outside without cover or containment (Photo 17). Along the southeast side of Barham Drive, fiber rolls and silt fences were destroyed beyond usefulness (Photos 18, 19). A row of gravel bags on the northwest side of Barham Drive had deteriorated to the point of being ineffective (Photo 20).

3. Barham Drive near Shelley Drive in San Marcos - This was one of the sites containing previous violations noticed in NOV R9-2007-0050 issued on March 19, 2007. A large area of disturbed soil was without any sediment controls or soil stabilization (Photo 21). In the middle of this disturbed area there was an unprotected storm drain (Photo 22).

4. Palomar College Station - This was one of the sites containing previous violations noticed in NOV R9-2007-0050 issued on March 19, 2007. This station is south of W. Mission Rd, and north of Armorlite Dr. in San Marcos, across Mission Rd, from Palomar College. The site houses trailers for NCTD and their contractors. A storm drain inlet at the Armorlite Drive entrance to the trailers has gravel bags that are destroyed to the point that the gravel appears to be entering the inlet (Photo 23). A portable toilet is nearby and silt fencing has been partially removed (Photo 24).

5. Mar Vista drive storage yard in Vista - This was one of the sites containing previous violations noticed in NOV R9-2007-0050 issued on March 19, 2007. This storage yard has a large soil stockpile that was not covered or contained to protect storm water runoff. Silt fence was not maintained around this stockpile. The silt fence was falling down on one side of the stockpile (Photo 25).

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6. Melrose Drive 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. This site did not have any erosion controls on slopes and fiber rolls were not implemented properly (Photos 26, 27, 28). The fiber rolls were not trenched in properly on a slope north of the tracks. A slope south of the tracks did not have the fiber rolls overlapping at the ends. The construction exit through the convenience store parking lot did not have any BMPs to prevent sediment tracking (Photo 29). At this exit a storm drain inlet was in the bare soil with no BMPs to protect it (Photo 30). The inlet has been repeatedly driven over tracking sediment into the inlet. At the western edge of the Melrose station construction, trash and debris was stored outside without cover or containment (Photo 31).

7. Rancho del Oro station in Oceanside - This station is bordered by Rancho del Oro Road to the east. Loma Alta Creek runs through the north of the station. A pedestrian bridge is being built over the creek to access the station. The construction site entrance/exit from Rancho del Oro Road does not have large gravel or shaker plates or a tire wash station to prevent sediment tracking onto the adjacent paved public road (Photo 32). The southern bank of Loma Alta creek does not have any erosion controls (Photo 33). This exposed bank appears to be vulnerable during high flow rates and volume. A storm drain along the west side of Rancho del Oro Road had a single gravel bag which appears to be inadequate to trap sediment from entering the inlet (Photo 34). Along the east side of Rancho del Oro Road, a fiber roll had not been maintained and was flattened from repeatedly being run over (Photo 35).

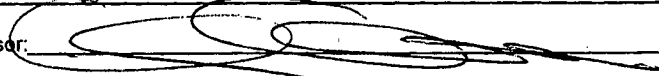
8. College Blvd Station in Oceanside - This station is next to Loma Alta Creek in a shopping center on the southwest corner of College Boulevard and Oceanside Boulevard. A pedestrian bridge is being built over Loma Alta creek. The creek's banks on either side of the pedestrian bridge have a silt fence at the base to provide sediment controls but is without erosion controls on the slope such as hydroseed or erosion control blankets (Photos 36, 39). These exposed banks appear to be vulnerable during post storm high flow rates. A portion of the shopping center's parking lot is used as a staging and storage area for construction activities. Significant sediment tracking was observed on the shopping center's paved parking lot (Photo 37). Soil stockpiles and construction trash storage was without cover and without containment (Photo 38).

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 and NOV No. R9-2007-0063 on April 3, 2007. The August 31, 2007 ACL was also assessed in part for these same BMP violations.

III. SIGNATURE SECTION

Peter Peuron STAFF INSPECTOR	 SIGNATURE	October 5, 2007 INSPECTION DATE
Ben Neill STAFF INSPECTOR	 SIGNATURE	October 5, 2007 INSPECTION DATE

IV. (For internal use only)

Reviewed by Supervisor: 	Date: 10/17/07
cc: Jeremy Johnstone (EPA), John Norton (SWRCB), City _____ Storm Drain Enforcer	
Inter-office Referral: 1) _____ 2) _____ 3) _____ 4) _____ 5) _____	



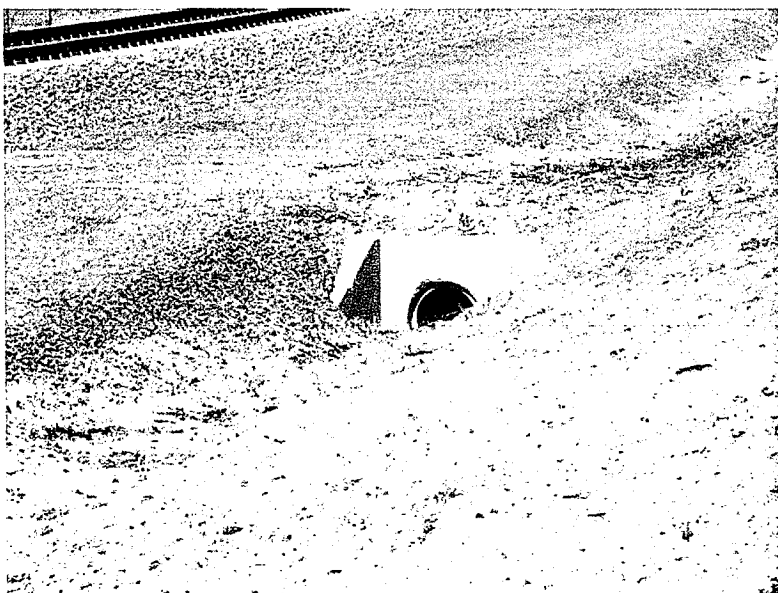
All photos taken by Ben Neill;
Water Resource Control Engineer.

1. Crew hydroseeding drainage ditch. Photo looking north across the tracks.

Photos 1 through 9 were taken along West Washington Avenue in Escondido.



2. Storm drain inlet along the north side of the tracks is without sediment controls such as gravel bags. White trash is near the inlet. The drainage ditch was recently hydroseeded. Photo looking west.



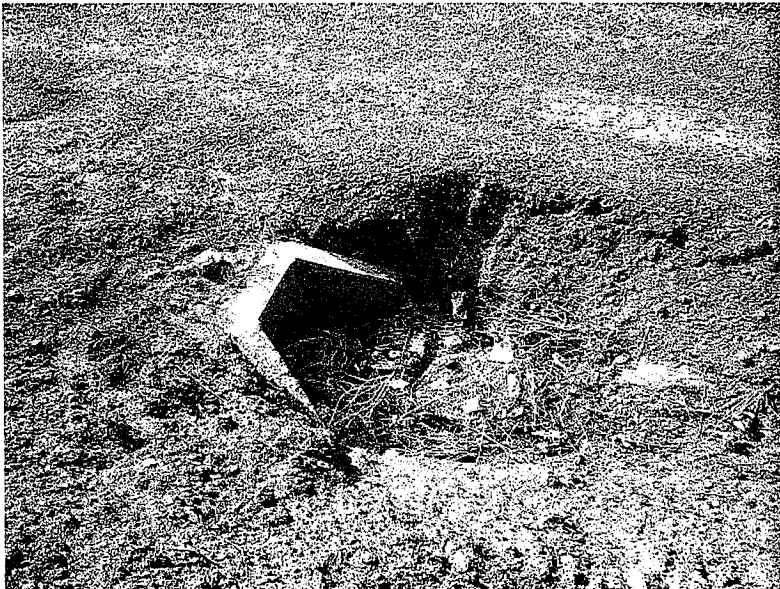
3. Another storm drain inlet along the north side of the tracks is without sediment controls such as gravel bags. Photo looking west.

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4. Another storm drain inlet along the north side of the tracks is without sediment controls such as gravel bags. Trash in the drainage ditch. Photo looking west.



5. Another storm drain inlet along the north side of the tracks is without sediment controls such as gravel bags. Trash is in the drainage ditch. Photo looking east.



6. A large area of bare dirt has no sediment protections or soil stabilization. Photo is looking north.

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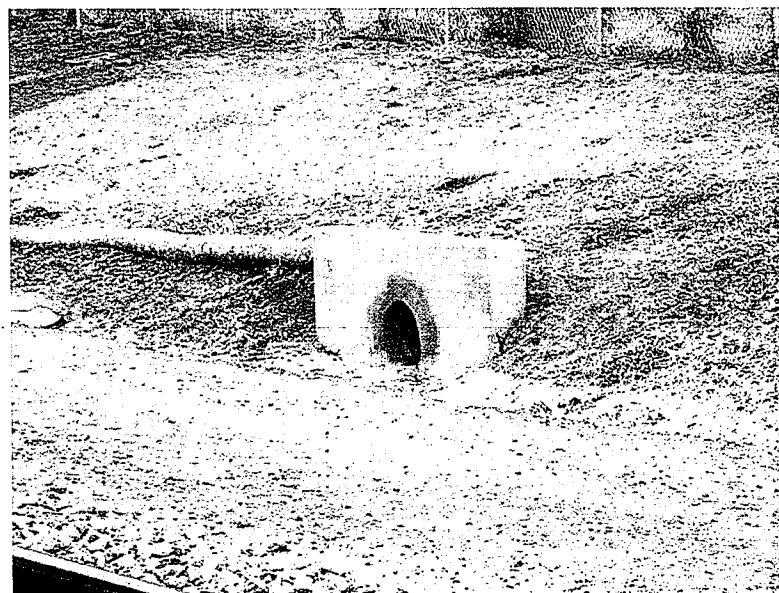
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7. Storm drain inlet along the south side of Washington Avenue is without adequate storm drain inlet protection. The existing BMP has not been maintained. Photo looking south.



8. Storm drain inlet along the south side of Washington Avenue has BMPs that have not been maintained. Photo looking south.



9. Storm drain inlet on the north side of the tracks without any sediment protections. Photo is looking north.

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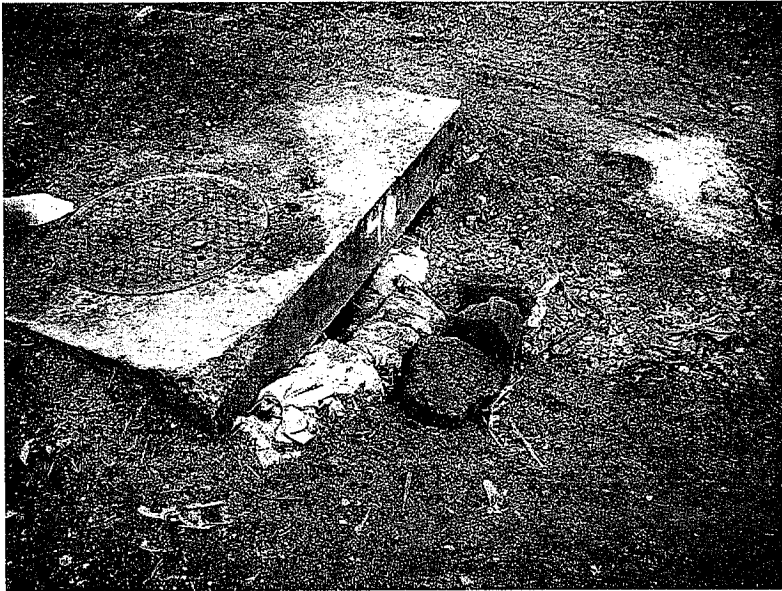
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10. Construction site exit has no BMPs to prevent sediment tracking. Tracking is observed onto the adjacent paved public street, North Citracado Parkway. Photo looking north.

Photos 10 through 16 were taken at the Nordahl Road station construction in Escondido.



11. Storm drain inlet south of the tracks has BMPs that have not been maintained. Photo looking south.



12. Silt fencing has not been maintained along the south side of the tracks. Photo looking west.

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13. Silt fence south of the tracks is torn down and unmaintained. Photo looking south east.



14. Silt fence is unmaintained. Construction debris and trash is not protected from storm water. Photo looking south.



15. No silt fence is implemented in this area. Construction debris and trash is not protected from storm water. Photo looking south.

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16. Bare soil north of the tracks does not have sediment controls or soil stabilization. Photo looking east.

Photos 17 through 20 were taken along Barham Dr. near the Mission Rd intersection on the border of the cities of San Marcos and Escondido.



17. Construction trash is not protected with BMPs from storm water. Photo looking east.

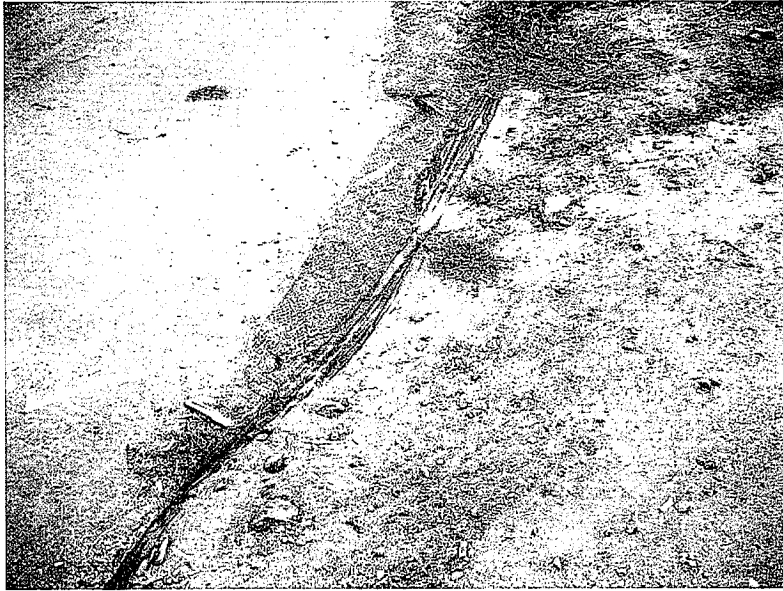


18. Sediment controls along the perimeter of south Barham drive have not been maintained. Photo looking north east.

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19. A closer view of the poorly maintained BMPs in photo 18 shows that the silt fence and fiber roll are flattened. Photo looking north.



20. Gravel bags along north Barham Drive have not been maintained. Photo looking north.



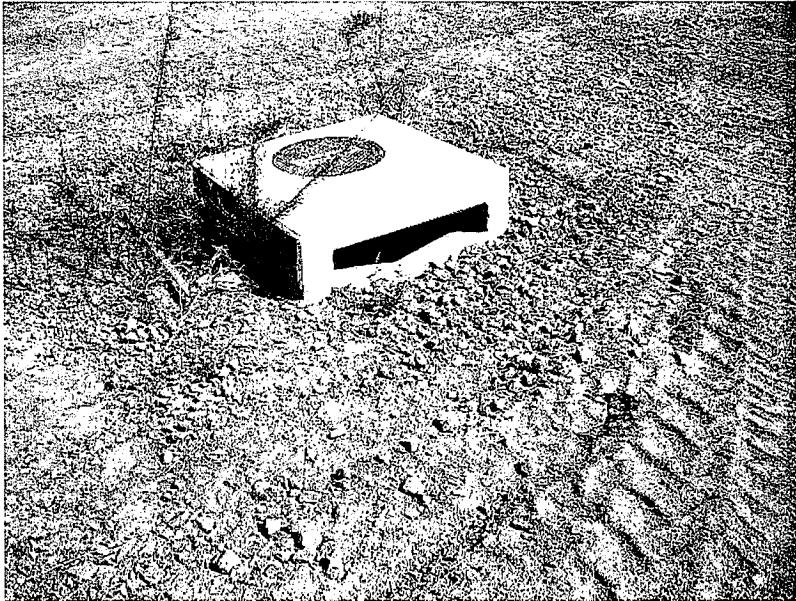
Photos 21 and 22 were taken at the southeast corner of Barham drive and Shelly drive.

21. A large area of bare soil is without soil stabilization. A storm drain inlet sits in the middle of this bare area.

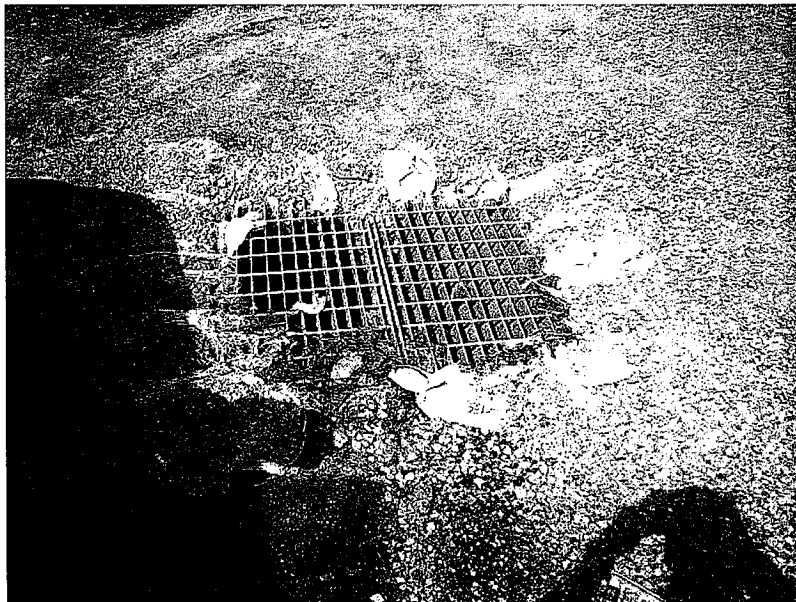
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22. A closer examination of the storm drain inlet in photo 21 shows that the inlet has no sediment controls protecting the inlet. Photo looking north east.



Photos 23 and 24 were taken at the Palomar station construction along Armorlite drive in San Marcos.

23. Storm drain inlet just north of Armorlite drive has unmaintained BMPs. Photo looking west.



24. Another view of the inlet in photo 23 shows the proximity of a portable toilet and silt fencing that has been partially removed. Photo looking north.

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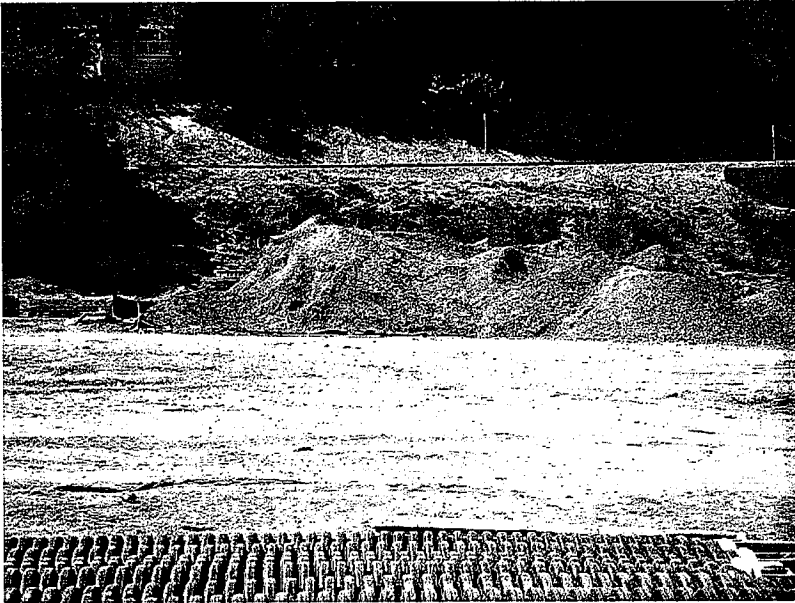


Photo 25 was taken at the storage yard at Mar Vista Drive in Vista.

25. Silt fence around the soil stockpiles has not been maintained and has fallen down. Photo looking south.



Photos 26 through 31 were taken at the Melrose Drive station construction in Oceanside.

26. This slope north of the tracks does not have erosion controls in place. Fiber roll is not trenched in place. Photo looking west.

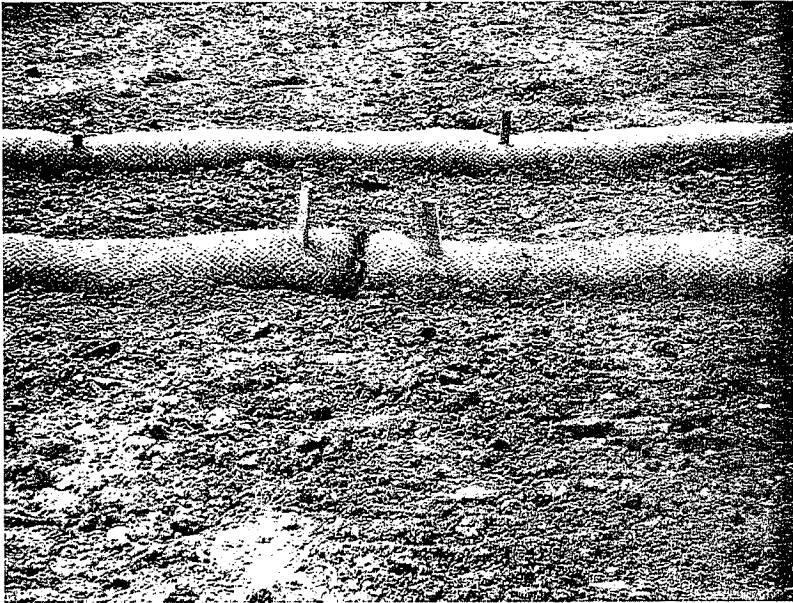


27. Slope south of the tracks does not have erosion controls. Photo looking north.

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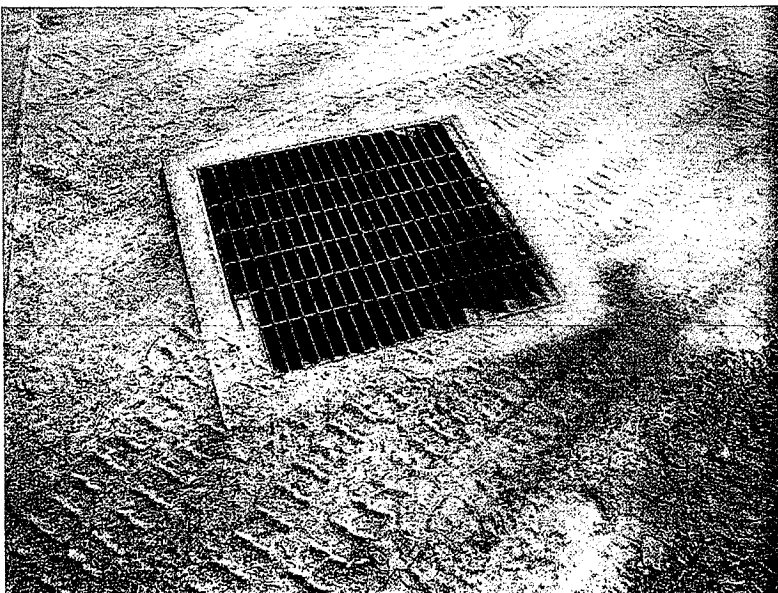
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28. Fiber rolls on the slope in photo 27 are not overlapped. No erosion controls in place. Photo looking west.



29. Construction exit is without BMPs to prevent sediment tracking onto the adjacent paved area of the convenience store. Photo looking north west.



30. A storm drain inlet near the construction exit in photo 29 is without BMPs and sediment is falling into the drain. Photo looking west.

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31. Construction trash is stored outside with no cover or containment to prevent contact with storm water. Photo looking south.



Photos 32 through 35 were taken at the Rancho del Oro station construction in Oceanside.

32. Construction exit is without BMPs to prevent sediment tracking onto the adjacent paved street. Photo looking west.



33. Slope adjacent to Loma Alta Creek is without erosion controls such as bonded fiber matrix or erosion control blankets. Silt fence does not extend the length of the slope. Photo looking south west.

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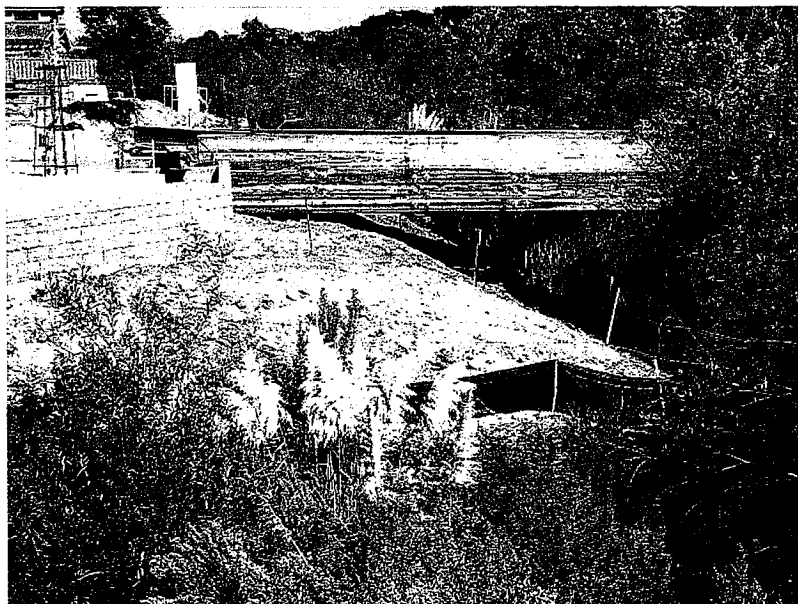


34. A storm drain inlet on the west side of Rancho del Oro Blvd. does not have adequate sediment controls and is not being maintained. Photo looking south.



35. Fiber rolls along the east of Rancho del Oro Blvd have not been maintained and are flattened. Disturbed soil has not been stabilized. Photo looking north.

Photos 36 through 39 were taken at the College Blvd Station in Oceanside.



36. Slope next to Loma Alta Creek does not have erosion controls implemented. Photo looking east.

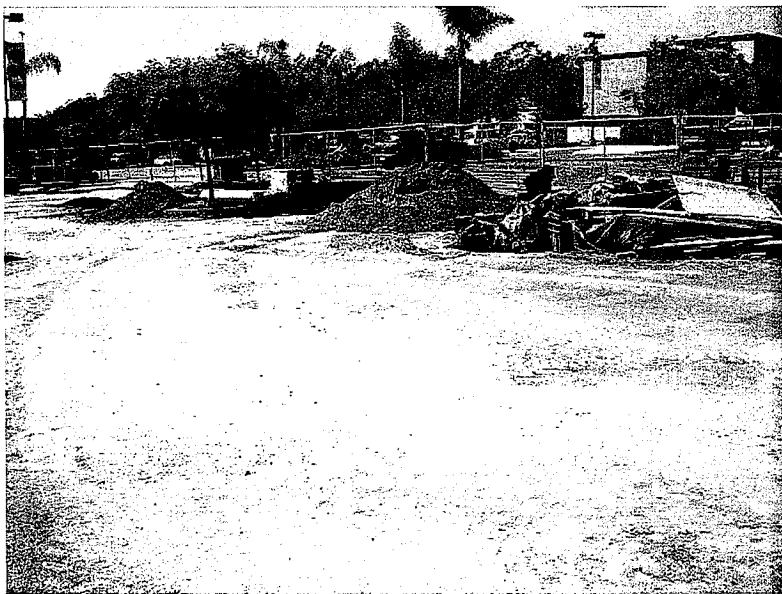
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37. Sediment tracking from the College Station construction onto the paved parking lot of the shopping center. Photo looking east.



38. Material stockpiles and construction trash are stored without cover or containment. Photo looking north west.



39. Slope next to Loma Alta Creek pedestrian bridge abutment is without erosion controls. Photo looking west.